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**TECHNICAL SECRETARIAT OF THE STEERING COMMITTEE
FOR PAN-EUROPEAN CORRIDOR X**

**ACTIVITY REPORT ON CROSS BORDER ISSUES
AND RESULTS OF THE CROSS BORDER SURVEYS**

Thessaloniki, March 04, 2009

A. ACTIVITY REPORT ON CROSS BORDER ISSUES

The Technical Secretariat of the Steering Committee, since its constitution in year 2000, has included in its Work Programme a special item under the title “Border and custom procedures”, with the task of the optimization of the procedures of border and custom controls and the provision of improved access conditions to Corridor X.

In this framework, the scheduled activities of the Technical Secretariat were:

- The exploitation of the relative work already done by other initiatives in the region, considering the simplification of procedures (e.g. introduction of the SAD – Community Single Administrative Document) and the improvement of the infrastructure and the equipment at the cross border (and custom) stations.
- The on-site observation and the registration of the border-crossing procedures and the required transit times for the various types of vehicles. The combination of the on-site visit observations by the completion of a properly composed questionnaire or interviews taken from the authorities of the border-crossing stations.
- The analysis of the characteristics of border stations along the Corridor X with similar needs of improvement concerning the level and the quality of service provided.
- Exploitation of examples and solutions given along other Pan-European Corridors.
- Formulation of conclusions and guidelines for the optimization of the border station structures and procedures (short and mid-term measures).

The implementation of the above mentioned activities are being carried out by the following actions:

1. During the period November 1999 – August 2001:

Two questionnaires concerning the infrastructure and operation of the road and rail Corridor X allowed the establishment of a detailed Data Base in 2001. Each questionnaire consisted of the following four parts:

- Part A: Information about the existing Rail/Road infrastructure.
- Part B: Information about existing studies to be implemented and about ongoing studies for the modernization of the Rail/Road Corridor X.
- Part C: General information on Rail/Road design and construction.
- Part D: Cross border facilitation.

The questionnaire survey was followed by on-site visits of expertise to the participating countries road and rail infrastructures:

- Ø April 1st – 8th 2000: Austria – Slovenia
- Ø June 19th – 22nd 2000: Croatia – Hungary
- Ø June 27th – 30th 2000: Serbia
- Ø September 29th – 30th 2000: F.Y.R.O.M.
- Ø November 19th – 20th 2000: Bulgaria

2. During the period August 2001 – January 2004:

A second questionnaire-based survey was performed, especially focused on cross borders, which started in October 2002 and completed in February 2003. The information collected by the questionnaires was also completed by a round of expertise to the road and rail cross border stations along Corridor X, in order to observe (under real conditions) the border crossing procedures and to measure the respective waiting times:

- Ø December 2nd – 4th 2002: Serbia – Croatia – Hungary
- Ø December 10th – 14th 2002: Austria – Slovenia – Croatia
- Ø February 17th – 19th 2003: Serbia – F.Y.R.O.M. – Bulgaria
- Ø February 21st, 24th and 26th 2003: Greece – F.Y.R.O.M.

The results of the surveys performed by the Technical Secretariat are presented in the Part B of this report.

3. During the period from January 2004 until today:

During the 5th meeting of the Steering Committee for the Pan-European Corridor X (18-19 July 2003 – Bled, Slovenia), and after the presentation of the results of the surveys elaborated and relative suggestion to the Steering Committee, a decision was taken for the formulation of a Working Group for the improvement of border crossings along Corridor X.

The kickoff meeting of the Working Group for the improvement of border crossings along Corridor X took place on January 23rd 2004 in Athens. The 2nd and 3rd meetings of the Working Group for the improvement of border crossings along Corridor X

were held in February and November 2005, where a draft Protocol text was discussed for intensive cooperation between the participating countries for the improvement of border crossings along the Corridor.

The Protocol on border crossings improvement along Corridor X was signed by the Ministers of Transport of the participating countries on June 16th 2006 in Corfu. Towards the implementation of this Protocol, the dedicated Working Group has met four times since the signing of the Protocol, in December 2006, June 2007, February and November 2008.

The Action Plan of the Working Group for the improvement of border crossings along Corridor X includes the following:

- a. Verification of current situation (operating status and deficiencies of border crossings).
- b. Legislation and procedures, International Conventions and Agreements applied.
- c. Means of exchange of information at neighbouring border crossing stations.
- d. Set of common standards for operation between neighbouring border crossing stations.
- e. Risk analysis methodology.
- f. Introduction of common time measurement tool.
- g. Staff training activities.
- h. Relevant activities/ initiatives in SEE.
- i. Set of priorities for actions.

Up today, the task of verifying the current situation has been completed within the 2007-08 survey. The scope of this third survey was a) to record the state of play of cross border infrastructures and procedures along Corridor X, including update and comparison of the information collected in the 2002-03 survey, and b) the investigation of the prevailing legal framework and the international environment for cross border operations.

The design of the questionnaires was adjusted to the needs of the data to be collected, and included its division into two major parts:

- a. “Country information questionnaire”: Information on the general policy applied and the Conventions/ Agreements in force, as well as registration of the practices followed and the opinions of the leading agencies responsible for border crossing controls in each country.
- b. “Road/ Rail cross border stations questionnaires”:
 - § Information concerning each border station’s infrastructure (capacity, agencies, facilities, technical equipment);
 - § Information concerning the staff of the agencies present at each border station (sufficiency, working hours, language and computer knowledge);
 - § Information on the procedures taking place at each border station and the respective documents used and data on the required times;
 - § Data on delays (waiting times) before the execution of the border controls (non-useful time);
 - § Data on traffic volumes crossing each border and their characteristics; and
 - § Registration of problems at each station and proposals for their arsis.

The border stations along Corridor X are listed below:

Rail Corridor X	Road Corridor X
Main Axis Austria (Rosenbach) – Slovenia (Jesenice) Slovenia (Dobova) – Croatia (Savski Marof) Croatia (Tovarnik) – Serbia (Sid) Serbia (Presevo – Ristovac) – F.Y.R.O.M. (Tabanovce) F.Y.R.O.M. (Gevgelija) – Greece (Idomeni)	Main Axis Austria (Karawanken) – Slovenia (Karavanke) Slovenia (Obrezje) – Croatia (Bregana) Croatia (Bajakovo) – Serbia (Batrovci) Serbia (Presevo) – F.Y.R.O.M. (Tabanovce) F.Y.R.O.M. (Bogrodica) – Greece (Evezoni)
Branch A Austria (Spielfeld) – Slovenia (Maribor – Maribor Tezno)	Branch A Austria (Spielfeld) – Slovenia (Sentilj) Slovenia (Gruskovje) – Croatia (Macelj)
Branch B Hungary (Kelebia) – Serbia (Subotica)	Branch B Hungary (Roszke) – Serbia (Horgos)
Branch C Bulgaria (Dragoman) – Serbia (Dimitrovgrad)	Branch C Bulgaria (Kalotina) – Serbia (Gradina)
Branch D F.Y.R.O.M. (Kremenica) – Greece (Mesonission)	Branch D F.Y.R.O.M. (Medzitlija) – Greece (Niki)

After the last meeting of the Working Group and the presentation of the first results of the survey, the introduction of common time measurement tools, based on the “Laufzettel” exercise applied in the Baltic States, is underway for the period up to June 2009. The on-going preparatory activities which are bilateral coordination for the common performance of the measurements and staff training.

In the following, part B of this report, the results of the surveys of 2002-03 and 2007-08 are presented, in order to have a picture of the previous and current situation.

B. RESULTS OF THE CROSS BORDER SURVEYS

1. Results of the 2002-03 survey

1.1 Roads

1.1.1 Border crossings along Corridor X

Country	Station	Average Daily Traffic Flow (2002)		Average Waiting Times (minutes) (2002-03)		Main Problems (reported in 2002-03)	Planned Measures (reported in 2002-03)	Progress on completion (status 2008)
		Total	HGVs	PC	HGVs			
Austria (M)	Karawanken	4.434	890	20	20	None	None	-
Austria (A)	Spielfeld	11.646	1.258	15	15	Long queues on peak days	None, after the EU enlargement the station would be relieved	-
Slovenia (M)	Karavanke	4.258	570	5	30	None	None, 50% of capacity in use	-
Slovenia (M)	Obrezje	6.610	1.092	3	10	Yes	New station in early stage of construction	Constructed in 2003
Slovenia (A)	Sentilj	13.792	1.246	3	10	None	None	-
Slovenia (A)	Gruskovje	6.002	762	5	15	None	New station in final stage of construction	Constructed in 2005
Croatia (M)	Bregana	6.610	584	n.a.	60-120	Bottlenecks during summer, Lack of buildings	Doubling of lanes and 250 parking places (CARDS financing)	Reconstructed in 2006
Croatia (M)	Bajakovo	522	156	n.a.	10-15	Bottlenecks during summer, Lack of buildings	6 new lanes and 300 parking places (CARDS financing)	Reconstructed in 2006
Croatia (A)	Macelj	6.002	600	5	75	Bottlenecks, Difficult terrain	TTFSE project	Reconstructed in 2007

(M): Main Axis - (A), (B), (C), (D): Branch

n.a.: not available information

PC: Passenger cars

HGVs: Heavy Goods Vehicles

Country	Station	Average Daily Traffic Flow (2002)		Average Waiting Times (minutes) (2002-03)		Main Problems (reported in 2002-03)	Planned Measures (reported in 2002-03)	Progress on completion (status 2008)
		Total	HGVs	PC	HGVs			
Hungary (B)	Roszke	2.794	366	30	60	None	New station	Constructed in 2004
Serbia (M)	Batrovci	522	156	10	60	Bottlenecks during summer, Lack of buildings	TTFSE project (CARDS financing)	Reconstructed in 2006
Serbia (M)	Presevo	359	225	15	60-80	Bottlenecks during summer, Lack of infrastructure – equipment	TTFSE project	Reconstruction on-going (completion foreseen for 2009)
Serbia (B)	Horgos	2.794	366	15	60	Possible bottlenecks	TTFSE project	Reconstructed in 2006
Serbia (C)	Gradina	964	345	15	80	Lack of infrastructure – equipment	TTFSE project	Station adaptation, outside installations and location of electric cables
Bulgaria (C)	Kalotina	964	345	2	2	None	On-line electronic system, New phyto-sanitary installations, X-Rays equipment supply, New customs installations	Completion in 2005-06
F.Y.R.O.M. (M)	Tabanovce	809	243	3-5	15-60	Water supply, Low capacity, Poor infrastructure and equipment	Reconstruction by 2004	Reconstructed in 2005
F.Y.R.O.M. (M)	Bogorodica	872	349	3-5	15-60	Water & power supply, Signaling	Rehabilitation of facilities (PHARE)	No
F.Y.R.O.M. (D)	Medzitlija	435	261	3-5	15-60	Water & power supply, Signaling	Rehabilitation of facilities (PHARE)	Water supply network reconstructed in 2007
Greece (M)	Evzoni	1.067	427	10	30	None	Reconstruction before the Athens Olympic Games	Renovated in 2004
Greece (D)	Niki	122	67	20-30	40	None	Rehabilitation	Renovated in 2004

(M): Main Axis - (A), (B), (C), (D): Branch

n.a.: not available information

PC: Passenger cars

HGVs: Heavy Goods Vehicles

1.1.2 Road border crossings with most important problems on Corridor level according to REBIS

Country	Station	Average waiting times (min)		Project/ Action needed*
		PC	HGVs	
Croatia	Macelj	5	75	Infrastructure improvement (depending on the result of TTFSE evaluation)
F.Y.R.O.M.	Tabanovce	3-5	15-60	Infrastructure improvement
F.Y.R.O.M.	Medzitlija	3-5	15-60	Minor improvement – financing of water supply systems
Serbia	Presevo	15	60-80	Infrastructure improvement
Serbia	Gradina	15	80	Infrastructure improvement for increased capacity to reduce waiting time

*Source: Regional Balkan Infrastructure Study – Transport, COWI, 2003.

1.1.3 Conclusions on other problems (of general nature)

- § Lack of infrastructure (buildings, parking places, number of traffic lanes at entrance and exit, electricity supply etc.).
- § Lack of special lanes for TIR trucks.
- § Lack of staff.
- § In some cases fair staff but lack of lighting installations => obligatory working hours (daylight).
- § Lack of appropriate technical equipment (mainly PCs).
- § Visa regime.

Categorization of Road Border Stations along Corridor X per problem

Buildings	Lanes	TIR lanes	Parking places	Electricity/ Water supply	Lighting	Electronic equipment	Staff	Bottlenecks
Gruskovje	Batrovci	Macelj	Macelj	Tabanovce	Batrovci	Macelj	Presevo	Bregana (S)
Bregana	Tabanovce	Batrovci	Bajakovo	Medzitlija	Gradina	Gradina	Gradina	Macelj
Bajakovo		Bogorodica	Batrovci		Presevo	Tabanovce		Bajakovo (S)
Batrovci			Gradina					Obrezje
Presevo			Medzitlija					Batrovci (S)
Tabanovce								Presevo (S)

(S): During the summer period

1.2 Railways

1.2.1 Border crossings along Corridor X

Country	Station	Number of trains per day (2002)		Average Waiting Times per type of train (minutes) (2002-03)		Main Problems (reported in 2002-03)	Planned Measures (reported in 2002-03)	Progress on completion (status 2008)
		Total	Goods trains	Passenger	Goods			
Austria (M)	Rozenbach	20	n.a.	15	60	Change of locomotive	Same voltage locomotives	No progress
Austria (A)	Spielfeld-Strass	20	5	10-12	60	Change of locomotive	Same voltage locomotives	No progress
Slovenia (M)	Jesenice	66	44	15	50	Change of locomotive	None	-
Slovenia (M)	Dobova	37	19	15-20	120	Change of locomotive	New station by 2005 E-connection with Savski Marof	Constructed in 2005
Slovenia (A)	Maribor	24	0	20	-	None	None	-
Slovenia (A)	Maribor Tezno	32	32	-	45	None	None	-
Croatia (M)	Savski Marof (passengers) and Zagreb RK Marshaling station (freight)	45	14	3	125	Lack of lines and buildings Change of locomotive	Planned joint border station, E-connection with Dobova	No progress
Croatia (M)	Tovarnik	23	9	22	76	Lack of personnel – Phyto-sanitary inspections until 14:00 only	Negotiation for joint border station in Vinkovci or Sid (Serbia)	No progress
Hungary (B)	Kelebia	49	23	30	90	Delays	None	-
Serbia (M)	Sid	63	6	15	110	Delays	None	-
Serbia (M)	Presevo	36	10	20	90	Delays	None	-
Serbia (B)	Subotica	78	13	15	60	None	None	-

(M): Main Axis - (A), (B), (C), (D): Branch

n.a.: not available information

Country	Station	Number of trains per day (2002)		Average Waiting Times per type of train (minutes) (2002-03)		Main Problems (reported in 2002-03)	Planned Measures (reported in 2002-03)	Progress on completion (status 2008)
		Total	Goods trains	Passenger	Goods			
Serbia (C)	Dimitrovgrad	35	8	20	90	Old equipment – small station	None	-
Bulgaria (C)	Kalotina	19	9	40-60	240	Change of locomotive	Electrification of the line	Completed in 2005
F.Y.R.O.M. (M)	Tabanovce	n.a.	n.a.	30	80	Small station only for passengers – Trubarevo station is used for freight	Improvement of the station	Improved in 2006
F.Y.R.O.M. (M)	Gevgelija	10-12	n.a.	30	80	Change of locomotive	Rehabilitation of facilities	-
F.Y.R.O.M. (D)	Medzitlija	Not in use						
Greece (M)	Idomeni	12	n.a.	30	60	Change of locomotive	Improvement and maintenance of the station	Improved and maintained in 2004
Greece (D)	Mesonission	Not in use – Improved and maintained in 2005						

(M): Main Axis - (A), (B), (C), (D): Branch

n.a.: not available information

1.2.2 Rail border crossings with most important problems on Corridor level according to REBIS

Country	Station	Average Waiting Times per type of train (min)		Project/ Action needed*
		Passenger	Goods	
F.Y.R.O.M.	Tabanovce	30	80	Study to identify whether investments are necessary for future traffic
F.Y.R.O.M.	Gevgelija	30	80	Minor improvement – financing of water supply systems
Serbia	Presevo	20	90	Study to identify whether investments are necessary for future traffic
Serbia	Sid	15	110	Pre-feasibility of joint railway operation

*Source: Regional Balkan Infrastructure Study – Transport, COWI, 2003.

1.2.3 Conclusions on other problems (of general nature)

- § Lack of infrastructure (buildings, number of lines at entrance and exit, electricity supply etc.).
- § Lack of staff.
- § In some cases fair staff but lack of lighting installations => obligatory working hours (daylight).
- § Lack of appropriate technical equipment (mainly PCs).
- § Non-interoperable infrastructure. In the case of rail transport change of locomotive => 30min + brake tests (10min) = 40min.
- § In some cases of interoperable infrastructure, need for change of locomotive due to non-existing bilateral agreement for the driver and locomotive insurance (For example between Greece and F.Y.R.O.M.).
- § Visa regime.

Categorization of Road Border Stations along Corridor X per problem

Buildings	Lines	Electricity/ Water supply	Interoperability	Staff
Savski Marof	Savski Marof	Gevgelija	Austria – Slovenia	Tovarnik
	Presevo		Slovenia – Croatia	
	Tabanovce		Bulgaria – Serbia	

2. Investments and measures to facilitate border crossings

2.1 Roads

In Slovenia, two new border stations were constructed at Obrezje (2003) and Gruskovje (2005) on the Main Axis and Branch A, respectively, at the Slovenian/ Croatian borders. On the opposite side of the borders, on Branch A, the Macelj station has been reconstructed and expanded recently (2007), with construction of parking areas and installations of efficient capacity. Also in Croatia at the Croatian/ Serbian borders on the Main Axis, the Bajakovo (Lipovac) station was reconstructed in 2006.

In Hungary, in 2004 the new Roszke (Branch B, borders with Serbia) station was constructed, which will be reconstructed in the near future to meet the norms of the Schenghen Treaty.

In Serbia, in the Batrovci reconstructed station was put in operation in November 2006 at the borders with Croatia on the Main Axis, with new installations and double capacity compared to the previous situation. Earlier, in August 2006, the new Horgos station at the borders with Hungary on Branch B was put in operation.

In Bulgaria, at the borders with Serbia on Branch C, improvements took place in 2005 at Kalotina station, with general overhaul of the customs installations and establishment of X-Rays equipment, while in 2006 new installations were constructed for the phyto-sanitary inspections.

In F.Y.R.O.M. the Tabanovce station at the borders with Serbia on the Main Axis was reconstructed in 2005, with construction of new installations, more lanes at entrance and exit and parking areas, while a terminal is under construction. In the past, in 2000 the Bogorodica (Main Axis) and Medzitlija (Branch D) were reconstructed, at the borders with Greece. The latter was improved also in 2007.

In Greece the Evzonoi (Main Axis) and Niki (Branch D) stations Greek/ F.Y.R.O.M. borders were renovated and improved in 2004.

2.2 Railways

In Slovenia a new station was constructed at Dobova at the Slovenian/ Croatian borders on the Main Axis in 2005, which could operate as a joint station (covering Dobova station and Savski Marof station in Croatia). Furthermore, the possibility of twin voltage system is examined in order not to change locomotives at the Austrian frontiers.

Improvements were made in Hungary at Kelebia station at the Hungarian/Serbian borders on Branch B in 2004 and in F.Y.R.O.M. at Tabanovce station on the Main Axis at the F.Y.R.O.M./ Serbian borders in 2006.

In Greece some improvements and maintenance works took place at Idomeni on the Main Axis at the Greek/ F.Y.R.O.M. borders in 2004. On Branch D, where the international connection between Greece and F.Y.R.O.M. is not in operation, the Mesonission (Neos Kafkassos) station was renovated in 2005.

Nevertheless, the most important achievement for the improvement of border crossings along Corridor X and specifically for its rail component, was conducted at the Serbian/Bulgarian borders on Branch C, where a new joint border station is in operation at Dimitrovgrad since December 2006. After intensive bilateral negotiations, the two countries signed a special agreement, which foresees for the passenger trains the performance of border controls and procedures en route between the Dimitrovgrad and Dragoman stations (in a distance of 21km) and during the stay if the train at the stations. For freight trains the border procedures are jointly performed at Dimitrovgrad station in the Serbian territory.

A substantial reduction of border crossing times is reported by the Serbian and Bulgarian delegations in the Working Group for border crossings of Corridor X:

- § On the direction Dimitrovgrad – Dragoman (towards Sofia) times for the control of passenger trains were reduced by 35 to 49 minutes, 32-45% of the times required in the past (110 minutes). The times for freight trains were reduced by 2 hours and 15 minutes, 38% of the required in the past times.
- § On the opposite direction (towards Nis), the duration of border procedures for passenger trains was reduced by 36 to 55 minutes (33-50%), and for freight trains by 2 hours and 33 minutes (41%).

3. Results of the 2007-08 survey

3.1 Roads

3.1.1 Border crossings along Corridor X

Country	Station	Average Daily Traffic Flow (2006)		Average Total Times at Borders (waiting times + procedures times) (minutes) (2007)		Main Problems	Planned Measures	Need for further improvement – Proposed (by national delegations) measures
		Total	HGVs	PC	HGVs			
Slovenia (M)	Karavanke	6.378	1.030	12	25	None	None	No
Slovenia (M)	Obrezje	8.829	1.004	7	428	Insufficient buildings for police.	None	Yes
Slovenia (A)	Sentilj	15.732	1.305	12	26	None	None	No
Slovenia (A)	Gruskovje	8.095	971	7	20	Insufficient traffic lanes and parking places for trucks, Bad road connection to the station, Insufficient number of customs staff.	Yes (no details provided)	Yes
Croatia (M)	Bregana	7.604	1.036	9	41	Insufficient traffic lanes, Short working hours of phyto-sanitary inspection services.	No	Education of staff on computers.
Croatia (A)	Macelj	8.048	825	4	44	None	No	No
Croatia (M)	Bajakovo	4.520	713	10	65	Customs building, Lighting of veterinary building, Telephone connection, Insufficient number of policemen and veterinarians, Increased number of smuggling.	Computers supply and installation of internet connection.	Cable connection with neighboring station, Training personnel in computers usage for data exchange, More storage areas, Cameras, trained tracing dogs, One more lane for passenger cars at entrance.

(M): Main Axis - (A), (B), (C), (D): Branch

n.a.: not available information

PC: Passenger cars

HGVs: Heavy Goods Vehicles

Country	Station	Average Daily Traffic Flow (2006)		Average Total Times at Borders (waiting times + procedures times) (minutes) (2007)		Main Problems	Planned Measures	Need for further improvement – Proposed (by national delegations) measures
		Total	HGVs	PC	HGVs			
Hungary (B)	Roszke	2.158	598	7	50	Old office equipment.	Building of storage facilities.	X-Rays scanners for passenger traffic and truck traffic.
Serbia (M)	Batrovci	4.998	1.169	n.a.	n.a.	Customs building, Inspection building lighting, Phone connection, Insufficient number of border police and inspection servants, Increased number of smuggling.	Yes (reconstruction 2nd phase documentation preparation).	Cable connection with neighboring station, Training personnel in computers usage for data exchange, More storage facilities, Cameras and trained dogs, One more lane for passenger cars at entrance.
Serbia (M)	Presevo	1.438	422	n.a.	n.a.	Customs building, Inspection building lighting, Phone connection, Insufficient number of border police and inspection servants, Increased number of smuggling.	Yes (reconstruction 2nd phase documentation preparation).	Cable connection with neighboring station, Training personnel in computers usage for data exchange, More storage facilities, Cameras and trained dogs, One more lane for passenger cars at entrance.
Serbia (B)	Horgos	3.799	584	n.a.	n.a.	Customs building, Inspection building lighting, Phone connection, Insufficient number of border police and inspection servants, Increased number of smuggling.	Yes (reconstruction on one part of the station documentation preparation).	Cable connection with neighboring station, Training personnel in computers usage for data exchange, More storage facilities, Cameras and trained dogs, One more lane for passenger cars at entrance.

(M): Main Axis - (A), (B), (C), (D): Branch

n.a.: not available information

PC: Passenger cars

HGVs: Heavy Goods Vehicles

Country	Station	Average Daily Traffic Flow (2006)		Average Total Times at Borders (waiting times + procedures times) (minutes) (2007)		Main Problems	Planned Measures	Need for further improvement – Proposed (by national delegations) measures
		Total	HGVs	PC	HGVs			
Serbia (C)	Gradina	728	339	n.a.	n.a.	Customs building, Increased number of smuggling.	Yes (ongoing production of project for bus control terminal at entrance).	Cable connection with neighboring station, More space for storage of animals Cameras and trained dogs, One more lane for passenger cars at entrance and exit.
Bulgaria (C)	Kalotina	n.a.	n.a.	6	14	Water supply, Electricity supply, Sewerage Communications.	Reconstruction of border station (TTFSE II).	Road infrastructure optimization.
F.Y.R.O.M. (M)	Tabanovce	1.585	434	35	87	Phyto-sanitary and veterinary infrastructure, insufficient staff, training of staff, bad communication with competent authority Customs organization scheme and relationships of the basic structural units at the border crossing point.	No	Improvement of phyto-sanitary and veterinary infrastructure, more staff, training of staff, communication with competent authority.
F.Y.R.O.M. (M)	Bogorodica	3.148	985	15	87	Insufficient customs staff and equipment Lack of understanding of the clients of the procedures for import, export, transit of animals and animal products, Often problems with documentation and licenses for reload.	Only for phyto-sanitary and veterinary.	Modernization of border crossing point for customs, Public campaign for the procedures/ documents for import, export, transit of animals and their products, Improvement of phyto-sanitary and veterinary infrastructure.

(M): Main Axis - (A), (B), (C), (D): Branch

n.a.: not available information

PC: Passenger cars

HGVs: Heavy Goods Vehicles

Country	Station	Average Daily Traffic Flow (2006)		Average Total Times at Borders (Waiting times + procedures times) (minutes) (2007)		Main Problems	Planned Measures	Need for further improvement – Proposed (by national delegations) measures
		Total	HGVs	PC	HGVs			
F.Y.R.O.M. (D)	Medzitlija	801	n.a.	7	60	Absence of ramp and canal for vehicle inspection, Absence of storage area, Electricity, water supply, office equipment, cleaning service, training.	Improvement of power and water supply, office equipment, cleaning service, training.	Integrated border management and introduction of single windows and one-stop systems.
Greece (M)	Evzoni	1.896	482	15	43	Insufficient number of staff, Few lanes at exit, Lack of NAR control equipped with X-ray machine.	No	Construction of NAR control with full equipment, Construction of more lanes at exit, Employment of staff.
Greece (D)	Niki	169	71	11	43	Insufficient number of staff, Weighbridge needed, Tracing means and dogs needed, New customs building, Unreliable electric power, Lighting of surrounding areas, Bad water quality.	Construction of new customs buildings (Works on-going).	Storage areas, Internet installation Employment of staff, Cameras Tracing means and dogs.

(M): Main Axis - (A), (B), (C), (D): Branch
n.a.: not available information
PC: Passenger cars
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3.1.2 Road border stations evaluation (18 stations examined)

§ Staff:

- ◆ Customs (present at 16 stations – 2 stations at EU internal borders between Austria and Slovenia)
 - Insufficient number of staff (15 answers): 8 stations.
 - English knowledge (15 answers): 15-30% at 3 stations, 40-50% at 6 stations 60-80% at 4 stations.
 - Computer knowledge (15 answers): 25% at 1 station, 45% at 1 station, 70% at 1 station and 95-100% at 9 stations.
- ◆ Police (present at all stations)
 - Insufficient number of staff (14 answers): 6 stations.
 - English knowledge (14 answers): 5-30% at 5 stations, 50-70% at 3 stations 80-90% at 6 stations.
 - Computer knowledge (13 answers): 40% at 1 station and 100% at 12 stations.
- ◆ Phyto-sanitary staff (present at 14 stations)
 - Insufficient number of staff (9 answers): 4 stations.
- ◆ Veterinary staff (present at 16 stations)
 - Insufficient number of staff (10 answers): 6 stations.

§ Installations and equipment:

	Good	Satisfactory	Bad	Not exist	No answer
Buildings	9	7	2	0	0
Electric power	9	7	2	0	0
Water supply	10	6	2	0	0
Lighting	6	9	3	0	0
X-Rays	4	2	1	10	1
Weighbridge	6	3	3	5	1
Telephone	13	5	0	0	0
Internet	9	5	2	2	0
Cameras	2	5	2	9	0
Tracing means	4	5	2	6	1
Parking areas	7	8	2	1	0
Storage areas	3	4	2	8	1
Phyto-sanitary equipment	4	3	1	9	1
Computer equipment	7	9	2	0	0

§ Operation:

- ◆ Percentage of the station's capacity used (15 answers): 25-30% at 3 stations, 50 at 1 station, 60-70% at 2 stations, 75-85% at 5 stations and 100% at 4 stations.
- ◆ Performance of selective controls: at 15 stations [except from Serbian/ Hungarian and Austrian/ Slovenian borders (not applicable at EU internal borders)].
- ◆ Performance of simultaneous controls (15 answers): at 14 stations.
- ◆ Performance of controls off-lane: at all stations (usually the detailed inspections).
- ◆ Application of "green" lanes: at 9 stations.

§ Communication between neighboring stations:

- ◆ Meetings: at all stations.
- ◆ Telephone: at all stations.
- ◆ Internet: at 5 stations.
- ◆ Daily: at 7 stations.
- ◆ Often than weekly: at 1 station.
- ◆ Weekly: at 4 stations.
- ◆ Rare than weekly: at 2 stations.

§ Waiting times (mean at entrance of the country):

Station	Waiting times before control (minutes)			Station	Waiting times before control (minutes)		
	Passenger cars	Busses	Trucks		Passenger cars	Busses	Trucks
Evzonoi	10	30	20 (5)	Sentilj	10	10	20
Niki	5	10	10	Bajakovo	4	10	20 (5)
Tabanovce	10	10	15	Bragana	5	7	10 (10)
Medzitlija	5	20	40	Macelj	1-2	15	22 (22)
Bogorodica	10	10	15	Batrovci	n.a.	n.a.	n.a.
Kalotina	3	20	10	Presevo	n.a.	n.a.	n.a.
Roszke	2	20-25	20	Horgos	n.a.	n.a.	n.a.
Obrezje	5	30	420	Gradina	n.a.	n.a.	n.a.
Gruskovje	5	15	15				
Karavanke	10	20	20				

* () Times for TIR trucks

§ Main problems reported:

- ◆ Number and working hours of staff.
- ◆ Road infrastructure related (number of lanes, road connection).
- ◆ Equipment related (X-Rays machines, Weighbridges, for Phyto-sanitary inspections, Tracing means, Offices).
- ◆ Utilities related (Electricity, water supply, lighting of surrounding areas).
- ◆ Storage areas.
- ◆ Buildings.
- ◆ Difficulty of comprehension (by the clients) of the procedures for import, export, transit of animals and animal products.
- ◆ Increased incidents of smuggling.

§ Proposals suggested:

- ◆ Employment and training of staff.
- ◆ More lanes and optimization of road infrastructure.
- ◆ Cameras and X-Rays equipment installation.
- ◆ Construction of storage areas.
- ◆ Public campaign for the procedures/ documents for import, export, transit of animals and their products.
- ◆ Integrated border management and introduction of single windows and one-stop systems.
- ◆ Supply of tracing means.
- ◆ Supply of computers equipment.

3.2 Railways

3.2.1 Border crossings along Corridor X

Country	Station	Number of trains per day (2006)		Average Total Times at Borders (Waiting Times + Procedures Times) per type of train (minutes) (2007)		Main Problems	Planned Measures	Need for further improvement – Proposed (by national delegations) measures
		Total	Goods	Passenger	Goods			
Slovenia (M)	Jesenice	37	44	43	40	Bad maintenance of buildings and surrounding area, Not enough parking places for passengers and customers, Ineffective information system, Ineffective safety protection for buildings and area.	No	Buildings modernization, Information system improvement and compliance with IT system of Austria, New parking places for passengers and customers, Construction of platforms and underpasses for passengers.
Slovenia (M)	Dobova	49	19	22	115	Not harmonized procedures between phytosanitary service and forwarding agencies.	Yes (no details provided).	Harmonize and improve the whole chain of transport logistic in the process of freight transport.
Slovenia (A)	Maribor (passengers) and Maribor Tezno	33	26	15	70	Maribor Tezno: not automated station with unsuitable signaling safety system.	No	Automatization of Maribor Tezno station.
Croatia (M)	Savski Marof (passengers) and Zagreb RK Marshaling station (freight)	113	17	1	105	The station is not adjusted for performing border control and it is necessary to carry out comprehensive station reconstruction. Due to insufficient capacities, customs and inspection control of freight trains is performed at the Zagreb Marshaling Station (Zagreb RK), approx. forty kilometres away.	Study on the modernization of the corridor that should offer possible quality solutions of border stations and border traffic.	Investments in order to improve the operation of the station: increase track capacities, construct buildings, devices and equipment for performing border control. Otherwise find solution for border crossing Savski Marof – Dobova, e.g. convert the Dobova station into joint border station of two countries.

(M): Main Axis - (A), (B), (C), (D): Branch
 n.a.: not available information

Country	Station	Number of trains per day (2006)		Average Total Times at Borders (Waiting Times + Procedures Times) per type of train (minutes) (2007)		Main Problems	Planned Measures	Need for further improvement – Proposed (by national delegations) measures
		Total	Goods	Passenger	Goods			
Croatia (M)	Tovarnik	36	13	1	100	No signalling and safety devices for traffic regulation, No customs building with necessary facilities and equipment for performing quality border control, No tracks for performing border controls on freight trains, No platforms with necessary equipment for handling passengers.	Study on the modernization of the corridor that should offer possible quality solutions of border stations and border traffic.	Invest in station capacities and equipment in order to remove deficiencies, Establish information links for data exchange regarding trains with the Serbian Railways.
Hungary (B)	Kelebia	48	27	115	115	Lack of staff for unloading and loading freight wagons.	Container control system is foreseen to be built.	Procurement of X-Ray scanner.
Serbia (M)	Sid	30	12	29	140	Insufficient and bad condition of track capacity, Frequent lack of traction units (locomotives), Layover due to freight operations (weighing, etc.), Layover of trains due to certain customs regulations.	Station development within railway line modernization Beograd-Sid-Croatian border.	Permanent stay of inspection authorities in the Sid station, Track capacity overhauling, Empowering workers and work places with contemporary assets for work and training of it.
Serbia (M)	Presevo (passengers) and Ristovac (freight)	6	12	29	135	Inspection services are at the road border station, Unsatisfactory passenger service level.	Stations development within Beograd - Nis – F.Y.R.O.M. border railway line modernisation.	Increase the level of service offered, proportionally to passengers needs.

(M): Main Axis - (A), (B), (C), (D): Branch
n.a.: not available information

Country	Station	Number of trains per day (2006)		Average Total Times at Borders (Waiting Times + Procedures Times) per type of train (minutes) (2007)		Main Problems	Planned Measures	Need for further improvement – Proposed (by national delegations) measures
		Total	Goods	Passenger	Goods			
Serbia (B)	Subotica	34	23	29	300	Insufficient track capacities and their length.	Station development within Beograd - Novi Sad - Subotica - Hungarian border railway line modernisation.	-
Serbia (C)	Dimitrovgrad	20	14	29	178	Frequent lack of traction units (locomotives).	Track reconstruction, signal-security and telecommunication reconstruction is finished with realisation Project of Railway Rehabilitation 1, There are ongoing works on reconstruction of station building and accompanying objects.	Procurement of locomotives.

(M): Main Axis - (A), (B), (C), (D): Branch
n.a.: not available information

Country	Station	Number of trains per day (2006)		Average Total Times at Borders (Waiting Times + Procedures Times) per type of train (minutes) (2007)		Main Problems	Planned Measures	Need for further improvement – Proposed (by national delegations) measures
		Total	Goods	Passenger	Goods			
Bulgaria (C)	Dragoman/ Dimitrovgrad	14	9	40	70	Lack of equipped premises, Need for improvement of communication among the relevant authorities, varying criteria among the wagon inspectors, Finish of reconstruction. Invalid documentation from the country of the consignor - Missing invoices and other documents attached to the bills of lading and serve for the declaration of the goods at the Bulgarian Customs office, From the Bulgarian side there are no officials performing phyto and veterinary inspections at night, From the Serbian side there are no officials performing radioactive inspection at night.	Project for reconstruction under preparation.	Strict implementation of the Rules of Procedure at the common station, Improvement of technical equipment of personnel (computers, office equipment), Execution of three month stay analysis at the common station and taking measures for its reduction, Improvement of the organisation for timely servicing and recall of the cargo trains.
F.Y.R.O.M. (M)	Tabanovce	23	14	18	237	Lack of engines, Lack of railway tracks, Long lasting administrative procedures of customs and railways, Lack of expertise of staff, Absence of centralised computer system within FYROM railways, Lack of lighting, Lack of walkways between railway tracks.	No	Asphalt pavement of the access road to the railway border crossing point, Construction of objects and facilities for all services on the border crossing point, Improvement of all infrastructure, Staffing of veterinary control, Creation of conditions for introducing integrated control with border services from Serbia.

(M): Main Axis - (A), (B), (C), (D): Branch
n.a.: not available information

Country	Station	Number of trains per day (2006)		Average Total Times at Borders (Waiting Times + Procedures Times) per type of train (minutes) (2007)		Main Problems	Planned Measures	Need for further improvement – Proposed (by national delegations) measures
		Total	Goods	Passenger	Goods			
F.Y.R.O.M. (M)	Gevgelija	6	4	60	190	Lack of engines, Lack of railway tracks, Missing computer link among all customs outposts, Old computer and IT equipment, Insufficient number of staff, causing lack of quality of procedures.	Yes, but due to railways privatization process are delayed.	Establishment of IT communication links among all customs outposts, Improve IT and hardware equipment and existing software, Staffing of station to achieve full operational capacity.
F.Y.R.O.M. (D)	Medzitlija	Not in use						
Greece (M)	Idomeni	19	14	20	30	Cement of corridors between railway lines for easier access, Lighting of lines, Maintenance of buildings, Insufficient number of staff of customs and Greek Railways, Not sufficient external inspection of wagons due to electric traction, Incorrect loading document in many cases.	Yes. INTERREG III for maintenance and upgrade of buildings. Also customs included in "Mini Zefksis" project for the upgrade of electronic services.	Staff training on PC usage Supply of cameras, tracing means CIM (COTIF) (1/7/2006) could be submitted and checked electronically.
Greece (D)	Mesonission	Not in use						

(M): Main Axis - (A), (B), (C), (D): Branch

n.a.: not available information

3.2.2 Rail border stations evaluation (16 stations examined)

§ Staff:

- ◆ Customs (present at 13 stations)
 - Insufficient number at 6 stations.
 - English knowledge (7 answers): 0% at 1 station, 3% at 1 station, 20-30% at 3 stations and 40-50% at 2 stations.
 - Computer knowledge (6 answers): 50% at 1 station, 70% at 1 station and 90-100% at 4 stations.
- ◆ Police (present at all stations)
 - Insufficient number at 3 stations (no answer for 13 stations).
 - English knowledge (8 answers): 0-10% at 2 stations, 50% at 3 stations and 70-100% at 3 stations.
 - Computer knowledge (8 answers): 30% at 1 station, 70% at 1 station and 100% at 6 stations.
- ◆ Phyto-sanitary staff (present at 11 stations)
 - Insufficient number at 1 station (no answer for 8 stations).
- ◆ Veterinary staff (present at 8 stations)
 - Insufficient number at 4 stations (no answer for 5 stations).

§ Installations and equipment:

	Good	Satisfactory	Bad	Not exist	No answer
Buildings	4	8	3	0	1
Electric power	7	7	2	0	0
Water supply	11	4	1	0	0
Lighting	5	6	5	0	0
Telephone	10	5	1	0	0
Internet	6	4	2	2	2
Cameras	1	0	2	11	2
Tracing means	1	2	0	11	2
Radioactivity control equipment	1	4	2	8	1
Storage areas	3	0	1	10	2
Computer equipment	7	6	1	1	1
Cargo handling equipment	1	0	1	12	2
Phyto-sanitary equipment	4	0	2	8	2

§ Operation:

- ◆ Percentage of the station's capacity used (12 answers): 40-60% at 3 stations and 70-80% at 9 stations.
- ◆ Performance of simultaneous controls: at 7 stations.
- ◆ Performance of controls at separate areas: at 5 stations
- ◆ Performance of controls on board: at 13 stations (mainly the police control).
- ◆ Engine change: at 11 stations (due to the legal basis/ railways regulations and differed traction voltage).

§ Communication between neighboring stations:

- ◆ Meetings: at 14 stations.
- ◆ Telephone: at 14 stations.
- ◆ Internet: at 7 stations.
- ◆ Daily: between all railway organizations' staff.

§ Waiting times (mean at entrance of the country):

Station	Waiting times before control (minutes)	
	Freight trains	Passenger trains
Idomeni	0	0
Tabanovce	100	1
Gevgelija	95	30
Dragoman	n.a.	n.a.
Dimitrovgrad	25	10
Kelebia	15	20
Jecenice	0	0
Maribor	0	0
Dobova	0	0
Tovarnik	15	0
Savski Marof	15	0
Subotica	150	4
Ristovac/ Presevo	45	4
Sid	40	4
Dimitrovgrad	45	4

§ Main Problems reported

- ◆ Number and experience of staff.
- ◆ Rail infrastructure related (number of lines, access to lines, signaling – safety devices, platforms, handling equipment).
- ◆ Equipment related (computers hardware and software, offices).
- ◆ Utilities related (lighting of lines, computer connections).
- ◆ Buildings.
- ◆ Lack of engines.
- ◆ Incorrect, incomplete documentation.

§ Proposals suggested:

- ◆ Employment of staff.
- ◆ Staff training (computer, procedures).
- ◆ Supply of cameras/ tracing means.
- ◆ Pavement of access corridors to tracks.
- ◆ Supply of computer – IT equipment.
- ◆ Permanent stay of inspection authorities at stations.
- ◆ Increase of track capacities.
- ◆ Establishment of stations for joint procedures.

4. Results at country level

- § There are bilateral agreements between the various countries of the Corridor. Between Slovenia and Croatia the agreement is for the easier performance of border control in road and rail traffic, which includes the possibility that state border administrations of one country perform border control at the territory of the other country. Between Bulgaria and Serbia, there is an agreement for the introduction of Joint border control procedures, and another for the exchange of information to facilitate border crossing procedures and combat smuggling. F.Y.R.O.M. has an agreement with Serbia for the exchange of information to facilitate border crossing procedures and combat smuggling, and agreements between the national railway organization and those of Serbia and Greece.
- § The Corridor X countries have signed and ratified several international agreements/ conventions. A table follows with the UNECE Transport Agreements and Conventions status (January 2009) in the Corridor X countries.
- § There are some completed and on-going programs for facilitation of border crossings (e.g. TTFSE, Stability Pact Non-tariff barriers on trade in SEE) with substantial positive results regarding the modernization and the enhancement mainly of the customs authorities.
- § Integrated Border Management (IBM) Strategies have been developed in all the countries, and as a consequence of these strategies they are making steps to implement the concepts of the principles of the “Single Administrative Document” and “Single Window”.
- § Regarding the interagency cooperation at borders, it is considered sufficient in most of the countries; however, there is always potential for further improvement.
- § All stations are connected in real-time with headquarters/ central/ regional offices, mostly the customs.
- § Change of locomotive takes place at all stations, even in cases of interoperable infrastructures, mainly due to the legal basis (railways regulations).
- § En route controls are performed on passenger trains moving on Greek Main Axis to the borders of F.Y.R.O.M., in Bulgaria and in Slovenia.

Status of accession to international agreements of UNECE by Corridor X countries (January 2009) 1/2

Category	S/N	Transport Agreements and Conventions	Austria	Slovenia	Croatia	Hungary	Serbia	Bulgaria	FYROM	Greece
Infrastructure networks	1	Construction Traffic Arteries, 1950	X	X		X	X	X		X
	2	E Road Network (AGR), 1975	S	X	X	X	X	X	X	X
	3	E Rail Network (AGC), 1985	X	X	X	X	X	X	X	X
	4	E Comb. Tr. Network (AGTC), 1991	X	X	X	X	X	X		X
	5	Protocol Int. Nav. to AGTC, 1997	S			X		X		S
	6	E Int. Water Network (AGN), 1996	S		X	X		X		S
Road traffic and road safety	7	Road Traffic, 1949	X			X	X	X		X
	8	Road Traffic, 1968	X	X	X	X	X	X	X	X
	9	Protocal on Road Signs & Signals, 1949	X			X	X	X		X
	10	Road Signs & Signals, 1968	X		X	X	X	X	X	X
	11	Suppl. 1968 Convention Road Traffic, 1971	X	X	X	X	X	X	X	X
	12	Suppl.1968 Conv. Road Signs & Signals, 1971	X			X	X	X	X	X
	13	Weights and Dimensions, 1950					X			X
	14	Suppl. 1949 Conv. and Protocol, 1950	X			X	X			X
	15	Road Markings, 1957				X	X	X		
	16	Protocol Road Markings, 1973	X			X	X	X	X	X
Vehicles	17	Issue and Validity of Driving Permits (APC)			X		X	X		
	18	Vehicles Regulations, 1958	X	X	X	X	X	X	X	X
	19	Techn. Inspect. Vehicles, 1997	S			X		X		S
	20	Global Vehicles Regulations , 1998				X				
Other Legal Instruments Related to Road Transport	21	Work of Crews Int. Road Transport (AETR), 1970	X	X	X	X	X	X	X	X
	22	Taxation Priv. Road Vehic. , 1956	X				X			
	23	Taxation Road Passenger Vehic. , 1956	X				X			
	24	Taxation Road Goods. Vehic. , 1956	X				X			
	25	Contract Road Goods Transport (CMR) ,1956	X	X	X	X	X	X	X	X
	26	Protocol to CMR, 1978	X			X			X	X
	27	Additional Protocol to CMR (e-CMR), 2008								
	28	Contract Pass. & Lugg. Rd. Transp. (CVR) , 1973			X		X			
	29	Protocol to CVR, 1978								
	30	Econ. Regulat. Road Transp. , 1954					S			X

X: Ratification, accession, definite signature

S: Signature

Status of accession to international agreements of UNECE by Corridor X countries (January 2009) 2/2

Category	S/N	Transport Agreements and Conventions	Austria	Slovenia	Croatia	Hungary	Serbia	Bulgaria	FYROM	Greece
Inland navigation	31	Collision Intl. Nav. , 1960	X			X	X			
	32	Registr. Intl. Nav. Vessels, 1965	X		X		X			
	33	Measurement Intl. Nav. Vessels, 1966				X	X	X		
	34	Liability Vessel Owners (CLN), 1973								
	35	Protocol to CLN, 1978								
	36	Contract Intl. Nav. Pass. & Lugg. (CVN) , 1976	S							
	37	Protocol to CVN, 1978								
Border crossing facilitation	38	Touring Facilities, 1954	X	X	X	X	X	X		X
	39	Protocol Touring Facilities, 1954	X			X	X	X		X
	40	Temp. Import. Priv. Road Vehicles, 1954	X	X	X	X	X	X	X	
	41	TIR Convention, 1959	X			X		X		X
	42	TIR Convention, 1975	X	X	X	X	X	X	X	X
	43	Temp. Import. Aircraft & Boats, 1956	X	X	X	X	X			
	44	Temp. Import. Commerc. Vehicles, 1956	X	X	X	X	X	X	X	X
	45	Cross. Front. Pass. Bagg. Rail, 1952	X							
	46	Cross. Front. Goods Rail, 1952	X							
	47	Spare Parts Europ Wagons, 1958	X							
	48	Customs Container Convention, 1956	X	X	X	X	X	X		X
	49	Customs Container Convention, 1972	X			X	X	X		S
	50	Customs Treatment Pallets, 1960	X	X	X	X	X	X		
	51	Harmoniz. Frontier Controls Goods, 1982	X	X	X	X	X	X	X	X
52	Customs Pool Containers, 1994	X	X							
Dangerous goods & special cargoes	53	Dang. Goods by Road (ADR) , 1957	X	X	X	X	X	X	X	X
	54	Protocol to ADR, 1993	X	X		X		X		X
	55	Liabil. Dang. Goods (CRTD) , 1989								
	56	Dang. Goods by Inland Waterways (ADN), 2000	X		S	X		X		
	57	Perishable Foodstuffs (ATP), 1970	X	X	X	X	X	X	X	X

X: Ratification, accession, definite signature

S: Signature

§ Main problems reported at the border stations along Corridor X per country:

- ◆ Slovenia:
 - Some road stations are in final stage of construction, causing increased waiting times, mainly for trucks.

- ◆ Serbia:
 - Working hours of inspection authorities (some inspection authorities do not work 24 hours daily at all borders crossings).
 - Insufficient border cooperation between authorities of neighboring countries.
 - Time duration of customs and inspections procedure at railway border stations.

- ◆ Bulgaria:
 - Infrastructure.
 - Technical equipment.

- ◆ F.Y.R.O.M.:
 - Insufficient number of staff.
 - Lack of expertise of staff.
 - Old computer and IT equipment communication links.
 - Means of data exchange.
 - Lack of technical equipment and infrastructure for agencies present at stations for the inspection process.
 - Lack or outdated technical means.
 - Difficulty of comprehension (by the clients) for import-export procedures.

- ◆ Greece:
 - Insufficient number of staff.
 - Not satisfactory buildings.
 - Insufficient traffic lanes.
 - Unreliable electric supply.
 - Inadequate lighting.
 - Bad water supply quality.
 - Lack of X-Rays machines.
 - Lack of computer knowledge of personnel.

§ Soft (low cost) measures proposed for improvement of border crossings along Corridor X per country:

- ◆ Hungary:
 - Bilateral agreement with Serbia.

- ◆ Serbia:
 - 24 hour working day for all border authorities.
 - Electronic customs procedures with minimal human influence.
 - Special lanes for TIR vehicles in transit.
 - Selective weighing.
 - Appropriate horizontal and vertical signalization at the border crossings.

- Lifting of police and customs control posts to the level of truck drivers.
- One stop shops.

- ◆ F.Y.R.O.M.:
 - Employment of trained and experienced.
 - Introduction of Single Window and One Stop Shop concepts with computer - IT equipment.
 - Provision of means for data exchange.
 - Technical equipment.
 - Construction of infrastructure to support inspection process.
 - Public campaign to announce the new import-export procedures.

- ◆ Greece:
 - Employment of staff.
 - Computer training.
 - Supply of cameras and tracing means.
 - Better maintenance of premises.

5. Conclusions

Schengen treaty and new E.U. external borders with Croatia and Serbia caused the shift of bottlenecks to other cross border stations with already limited capacity. For example the procedures that took place in the past at the Sentilj and Spielfeld stations (Austria/ Slovenia) were shifted at the Gruskovje and Macelj pair of stations (Slovenia/ Croatia). Also, the new external borders of E.U., and the particularity of the area (non EU countries between EU countries) caused double-checks on routes, for example from Turkey to Slovenia via Bulgaria and Serbia.

From the afore-mentioned data and information, it is obvious that substantial investments were made during the last five years on border infrastructures. The results however are not that impressive concerning the reduction of times for crossing the borders. But, from the example of trans-border cooperation at the Serbian/ Bulgarian borders and its first results, the need for the promotion and encouragement of development of such bilateral cooperations along the Corridor becomes clear, which would have direct and visible benefits on the Corridor's operation. Besides, such cooperations have been applied successfully at the Austrian/ Slovenian borders for several years in the past – until the accession of Slovenia in the EU – on the rail, as well as on the road Corridor X.

The basic aim of the Technical Secretariat of Corridor X, as provided by the Protocol on the improvement of border crossings along the Corridor, is to support the participating countries to cooperate in the direction of establishing joint border stations, or even better of jointly performing the border controls and procedures. For example joint stations could be organised at Sid and Presevo stations in Serbia, abolishing the neighboring stations at Tovarnik and Tabanovce in Croatia and F.Y.R.O.M. respectively, and also at the new Dobova Border Inspection Post, covering the existing station and Savski Marof station in Croatia. Furthermore, regarding interoperability, the potential of establishing twin voltage system in Slovenia (Slovenia uses electric traction of different voltage than Austria and Croatia) could lead to the usage of the same locomotives at least in Austria and Slovenia.