

Teleconference meeting of Technical Committee on Railway

- Current situation regarding the imposed restrictions in Western Balkan region
- Role of passenger rail transport in post Covid-19 period
- Regular activities
- Outcomes from the final conference “Safer LC” project”

29/04/2020

Current situation regarding the imposed restrictions in Western Balkan region

- Overview of the current situation
- Cross border traffic – RPs, TC Secretariat
- Influence of sanitary measures to the total waiting time on the border
- Ports operation in Bar and Dures
- Traffic volume, trends

Rail freight transport: the impact of COVID-19

- International passenger traffic is suspended in the all WB6 due to the closure of borders. At national level, passenger traffic is significantly reduced due to the national measures taken by national authorities.
- At the same time rail freight operations are performed at almost the same level as before Covid19 crises.
- RUs and IMs are able to offer safe cross-border cargo connections for large volumes of goods using minimal human resources. However, in order to fulfil this vital function, it would be essential that train drivers are excluded from the imposed measures/restrictions and allowed to cross borders in order to pick up and deliver freight trains smoothly.
- For all services, specific protocols have also been activated for the sanitisation of facilities, workplaces and spaces dedicated to customer service, always in compliance with the indications of the competent authorities.
- Second important thing for the sustainability of the freight transport, in the current conditions, is availability of the border crossings.
- In Western Balkans (WB6) there are seven BCPs with EU MS (open 24 hours) and five BCPs intra-WB6.



Figure 1. border crossings, 24 hours open, for the rail freight operation

Freight transport in the WB region in tons and NTKM in period January-March 2019 and 2020

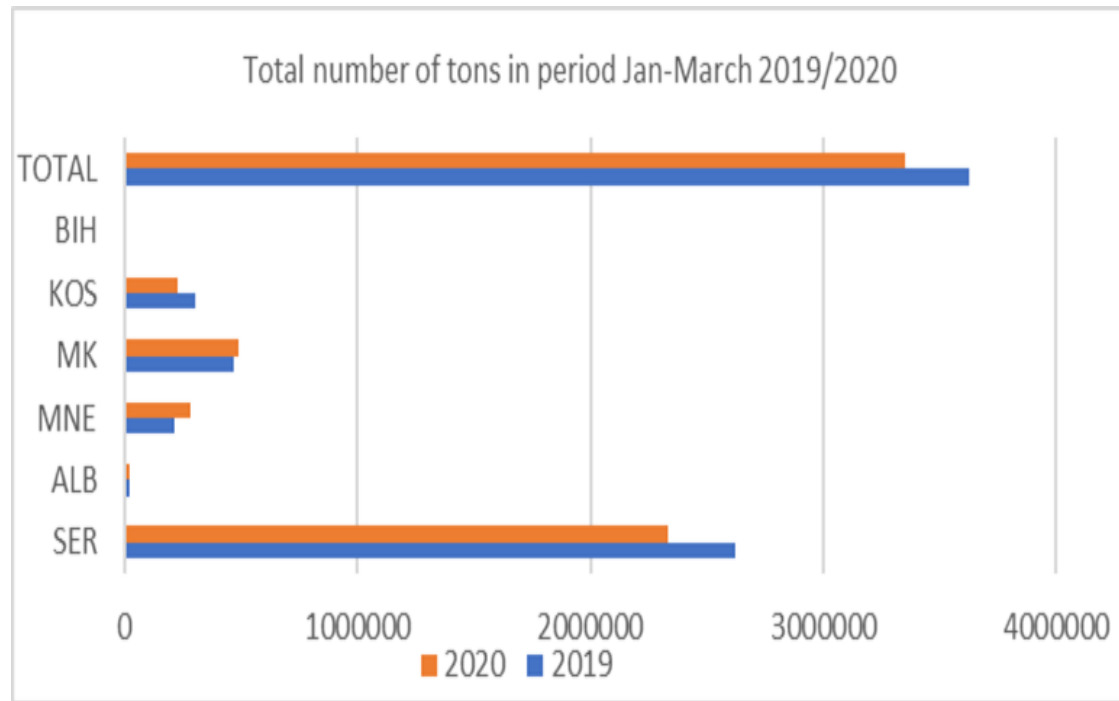


Figure 2. Freight transport in the WB region in tons in 2019 and 2020

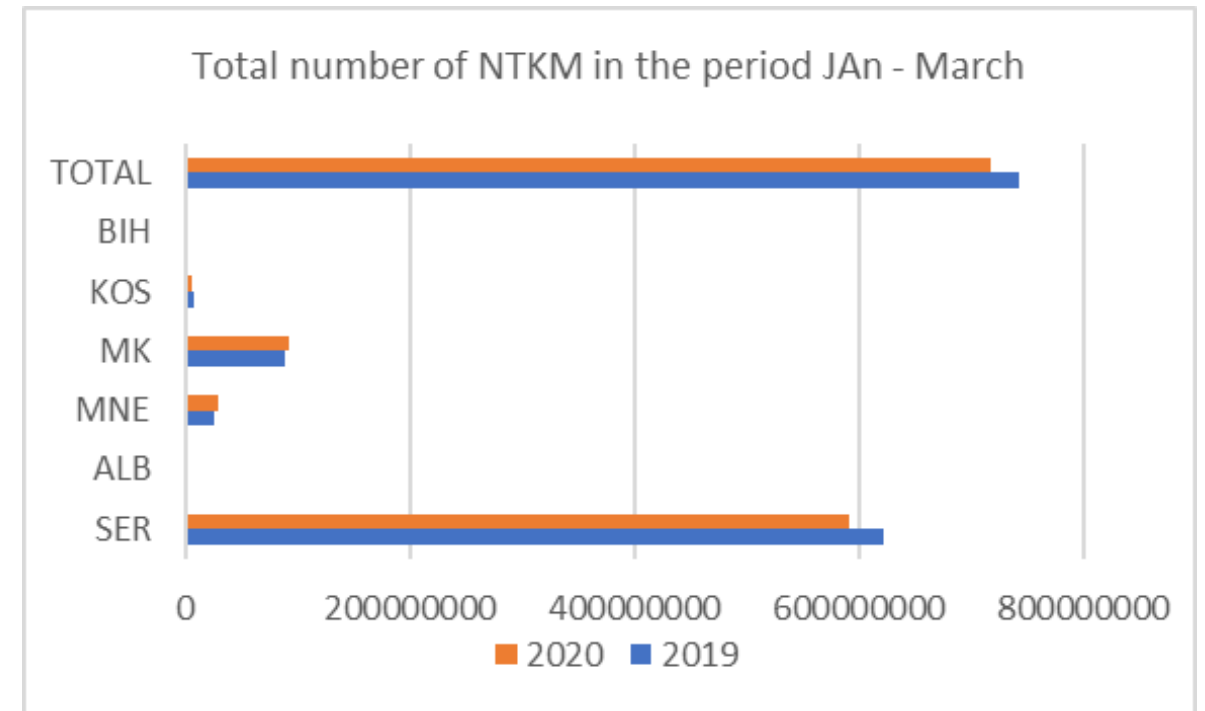


Figure 3. Freight transport in the WB region in Net ton-kilometres (NTKM) in 2019 and 2020

Role of passenger rail transport in post Covid-19 period

- Plans for re-establishing of the passenger traffic - RPs
- Current connections between capitals, number of trains, passenger traffic volume in the pre Covid-19 period - RPs
- Potential substitution of air traffic with rail within the Western Balkan region?
- Border crossing procedures – space for cutting the time
- Infrastructure conditions – is there chance for quick win
- Assessment of rolling stock capacity is needed

Regular activities

Conclusions from the last TC on Railway

- Translation of national legislation
- Tables of concordances
- Data collection for the next monitoring report
- Monitoring report on implementation of Rail Action Plan – update of February Report

Outcomes from the final conference “Safer LC” project”

- Objectives
 - Road and rail decision makers to achieve better coherence between both modes
 - Effective ways to detect potentially dangerous situations leading to collisions at LCs as early as possible
 - Prevention of incidents at level crossings through innovative design and predictive maintenance methods, and
 - Mitigation of consequences of incidents/disruptions due to accidents or other critical events.

Key recommendations regarding Risk assessment of LC

- Perform regular safety inspections of the LC
- Have a holistic approach for the risk assessment involving stakeholders from Rail, Road, environment, and authorities responsible for urban planning
- Build national databases of the results of LC safety inspections, past accidents and/or near accidents[[‘

Examples of safety measures

BLINKING LIGHTS ON LOCOMOTIVE

PERIPHERAL BLINKING LIGHTS

IN-VEHICLE LC AND TRAIN PROXIMITY WARNING

REMOTE MONITORING FOR PREDICTIVE MAINTENANCE

SMART DETECTION SYSTEM (SDS)

SPEED BUMPS AND FLASHING POSTS

SHARING INFORMATION ABOUT LC STATUS