



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.2/165/Rev.2
31 July 2000

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport

RECOMMENDATION CONCERNING THE SYSTEM OF
MARSHALLING YARDS OF MAJOR EUROPEAN IMPORTANCE

Resolution No. 66
Revision 2

Note by the secretariat

At its forty-sixth session the Working Party on Rail Transport agreed to carry out the activities to reduce the number of marshalling yards on the AGC network, and request Governments to examine the list of marshalling yards in annex 1 to resolution No. 66/Rev.1 with a view to reducing the number of yards.

The revised resolution including an updated list of marshalling yards and the text on the parameters of marshalling yards is reproduced below.

* * *

**RECOMMENDATION CONCERNING THE SYSTEM OF
MARSHALLING YARDS OF MAJOR EUROPEAN IMPORTANCE**

Resolution No. 66

Revision 2

The Principal Working Party on Rail Transport,

Conscious of the need to facilitate and develop international railway traffic in Europe,

Considering that, in order to strengthen relations between European countries, a co-ordinated plan for the development and construction of railway lines adjusted to the requirements of future international traffic has been set out in the European Agreement on Main International Railway Lines (AGC);

Recognizing the fact that the development of international railway traffic of goods is hampered by the excessive number of stopovers in marshalling yards,

Recalling that such marshalling yards involve considerable expenditures on equipment and staff,

Emphasizes that such marshalling yards should be established on the basis of the most effective use of European railways,

Reaffirms that they should be located at places where railway operations can be carried out as quickly as possible and at least costs,

Recommends that, in the light of the reasons and objectives set out above, Governments of the Economic Commission for Europe should:

Concentrate international traffic in a limited number of marshalling yards which:

- (i) will make up goods trains for foreign destinations or receive goods trains from other countries,
- (ii) are situated on lines within the European railway network or near and with good connections to the network and of which a list is annexed,
- (iii) should correspond to the parameters as reproduced in annex 2.

Attempt to reduce the number of marshalling yards of major European importance in order to improve the economy and to accelerate the transport of goods by rail,

Requests Governments to inform the Principal Working Party on Rail Transport of any future amendments in order to ensure co-operation between the member countries concerned and the updating of the list of marshalling yards,

Requests the Executive Secretary of the Economic Commission for Europe to include periodically the question of the implementation of this resolution in the agenda of the Working Party on Rail Transport.

Annex 1

List of Marshalling Yards in the AGC Network

AUSTRIA

Wien
Linz
Wels
Salzburg
Hall im Tirol (Innsbruck)
Villach
Graz

BELARUS

Brest-Eastern
Baranovichi-Central
Minsk-Marshalling
Orsha

BELGIUM

Antwerpen Noord
Merelbeke (Gent)
Kinkempois (Liège)
Monceau

BOSNIA AND HERZEGOVINA

Doboj

BULGARIA

Sofia
Dimitrovgrad
Ruse
Gornja Orjahovitza

CROATIA

Zagreb-Ranzirni Kolodvor

CZECH REPUBLIC

Breclav
Ceská Trebová
Decin

Nymburk
Praha Liben

DENMARK

Padborg
Copenhagen (goods terminal)

FINLAND

The secretariat has been informed that there are no marshalling yards on the AGC Network in Finland.

FRANCE

Lille Délivrance
Somain
Sotteville
Woippy
Paris (Le Bourget, Achères, Villeneuve)
Hausbergen
Mulhouse
Gevrey
St-Pierre-des-corps
Sibelin
Hourcade
St Jory
Miramas

GERMANY

Maschen (near Hamburg)
Bremen
Rostock Seehafen
Seddin (near Berlin)
Seelze (near Hanover)
Hagen-Vorhalle
Engelsdorf (near Leipzig)
Dresden-Friedrichstadt
Gremberg (near Cologne)
Bebra
Nürnberg
München Nord

Kornwestheim (near Stuttgart)

Mannheim

GREECE

Thessaloniki

Athinai

HUNGARY

Budapest-Ferencváros

Szolnok

IRELAND

The secretariat has been informed that there is no marshalling yard for international railway traffic in Ireland.

ITALY

With a hump in a gravity yard

2. Torino Orbassano
3. Alessandria
5. Milano Smistamento
7. Venezia Mestre
9. Bologna San Donato
10. Roma Smistamento
11. Macianise

Without a hump in a gravity yard

1. Domodossila Domo 2
4. Ventimiglia Parco Roja
6. Pontebba
8. Trieste C.M.
12. Bari Lamasinata
13. Villa S. Giovanni
14. Messina Contessa

LUXEMBOURG

Bettembourg-Dudelange

NETHERLANDS

Rotterdam-Kijfhoek

NORWAY

The secretariat has been informed that there is no major marshalling yard for the international railway traffic in Norway.

POLAND

Szczecin Port Centralny

Wroclaw Brochów

Warszawa Praga

Poznan Franowo

Tarnowskie Góry

PORTUGAL

Entroncamento

Lisboa-Beirolas

REPUBLIC OF MOLDOVA

The secretariat has been informed that for the time being there is no marshalling yard on the network of railways belonging to the AGC.

ROMANIA

Bucuresti

Curtici

Constanta

Craiova

Arad

Ronat (Timisoara)

RUSSIAN FEDERATION

St. Petersburg-Sortirovonchny Moskovsky

Khovrino

Bekasovo

SLOVAKIA

Zilina

Kosice

Cierna nad Tisou

Bratislava

Stúrovo

Komárno

SLOVENIA

Ljubljana Zalog

SPAIN

Barcelona Can Tunis

Zaragoza la Almozara

Miranda

León

Vicálvaro

Valencia Fuente San Luis

Córdoba (mercancías)

Tarragona

SWEDEN

The secretariat has been informed that there is no marshalling yard for international railway traffic in Sweden.

SWITZERLAND

Basel SBB

Buchs SG

Chiasso

Genève

Limmattal (Zürich)

Lausanne

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

Trubarevo

TURKEY

Eskisehir

Malatya

UKRAINE

Batevo

Darnitsa

Razdelnaya

Kazatin

UNITED KINGDOM

The secretariat has been informed that the few marshalling points remaining for international traffic in the United Kingdom do not qualify for inclusion in the list of marshalling yards on the AGC network.

YUGOSLAVIA

Beograd Ranzirna

Popovac-Nis

Subotica

Annex 2

PARAMETERS CONCERNING THE SYSTEM OF MARSHALLING YARDS OF MAJOR EUROPEAN IMPORTANCE

(a) Minimum number of bays in one marshalling system

Marshalling yards for international traffic must meet the requirements for throughput and capacity, turn-round of trains, wagons and locomotives, and shortest time for train and wagon handling.

Yards may have two bays (reception and marshalling/dispatching) or three (reception, marshalling and dispatching). Special bays may also be set up for local operations, intended for the assembly of trains consisting of several groups of wagons.

(b) Minimum working length of track in the bays

Efforts have to be made to ensure that the working length of track in yard bays is no less than 750 m, i.e. commensurate with the minimum working length of track established under the European Agreement on Main International Railway Lines.

The length of tracks in the marshalling bay must be somewhat greater in order to facilitate the sorting of wagons on track from which assembled trains are taken out.

(c) Mechanization and automation equipment in the marshalling hump

The range of technical equipment for modern mechanized and automated marshalling humps includes: wagon-retarding and compacting devices, collecting arrangements for cut-out wagons and the end of the marshalling lines, compressor or pumping plants, a control system for filling the marshalling lines, an automatic centralizing system for the hump, an automatic system to control the run-out speed of cut-off cars from the hump, an automatic allocation system for rolling-stock break-up speed, a remote-control system for hump locomotives, hump light and locomotive signalling, an automatic clearing arrangement for points switching, warning hailer and two-way cable and radio communications, lighting and power supplies.

(d) Mechanization and automation in marshalling-yard bays

This involves centralized electrical control of points and signals, communication and television equipment, equipment to control the arrival of full trains and to relay the size of trains, self-propelled cars for use in train assembly, electric or gas heating equipment for points, and lighting and power supplies.

(e) Automated control system for yard operations

An automated system of control for marshalling-yard operations enables information to be processed on an actual time-scale, programmes a computer and provides a constant current picture of the yard's wagon situation, it facilitates the calculation of flow plans for freight and shunting operations, break-up order selection, the compilation and issue of marshalling sheets,

the completion of dispatch papers, the calculation of standstill time and the preparation of basic documentation.

MAP OF IMPORTANT MARSHALLING YARDS FOR INTERNATIONAL
TRAFFIC ON THE NETWORK OF THE AGC

A map providing, for information purposes only, a geographical picture of the location of important marshalling yards for international traffic on the network of the AGC is under preparation.
