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**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 in reproduced below.

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**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.

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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.

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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.

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