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INLAND TRANSPORT COMMITTEE

Principal Working Party on Rail Transport  
(Forty-seventh session, 6-8 December 1993  
agenda item 10 (a))

LOCATION OF IMPORTANT MARSHALLING YARDS WITHIN  
THE EUROPEAN RAILWAY NETWORK

Consideration of the list of the marshalling yards in the AGC network

Transmitted by the Governments of Finland, Hungary,  
Slovakia and the United Kingdom

At its forty-sixth session the Principal Working Party considered aspects related to the location of important marshalling yards within the European railway network and requested Governments to examine the list of marshalling yards in Annex 1 to resolution No. 66/Rev.1 (TRANS/SC.2/165/Rev.1) with a view to reducing the number of yards and to communicate an updated list of yards to the ECE secretariat before the next session (TRANS/SC.2/178, para. 43).

This decision was subsequently endorsed by the Committee at its fifty-fifth session (ECE/TRANS/97, para. 93).

Information received from Governments is reproduced below.

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FINLAND

There are no marshalling yards in the AGC Network.

HUNGARY

MAV Plans to assemble international freight trains at Budapest-Ferencváros and Szolnok marshalling yards only. In perspective, these two marshalling yards are to be regarded as international marshalling yards in AGC network.

SLOVAKIA

List of marshalling yards in the AGC Network

Žilina  
Košice  
Čierna nad Tisou  
Bratislava  
Štúrovo  
Komárno

UNITED KINGDOM

The United Kingdom is not a party to the AGC agreement. More generally, British Rail no longer handles wagonload traffic and there is consequently no need for marshalling yards.

As far as its Channel Tunnel business is concerned, British Rail is to have no marshalling in the traditional sense of the word. Based on the economical train operating minimum, trains can be sectioned into four to five parts maximum, in two aggregated centres (Wembley and Crewe). This significantly reduces the inherent cost of marshalling yards in proportion to the market's ability to sustain them. This approach, especially in intermodal, reflects the fundamental concept that the point where units change mode (i.e. the terminal) replaces the requirement for marshalling, which is more costly in terms of time and money.

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