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INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics
(Fourteenth session, 17-19 September 2001,
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**COHERENT EUROPEAN SYSTEM OF INTERNATIONAL TRANSPORT
INFRASTRUCTURES**

Thresholds regarding the Quality of Transport Services

Note by the secretariat

At its thirteenth session, the Working Party felt that coherence and complementarity among the modal AGR, AGC, AGN and AGTC networks should be improved in the future and that in doing so future work should focus on the establishment of thresholds for the quality of transport services for the different international networks (TRANS/WP.5/28, paras.39-40).

In accordance with the request of the Working Party, modal international organizations (IRU, IRF, UIC, UINF) and the ECE modal Working Parties (SC.1, SC.2, SC.3 and WP.24) were approached in order to get relevant information on thresholds for the quality of services.

Information emanating from the work of Working Party on Combined Transport (WP.24) is reproduced below for consideration by the Working Party.

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Working Party on Combined Transport:

In the AGTC there are in addition to infrastructure parameters a number of operational parameters included which may be taken into account in the Working Party's examination of thresholds concerning the quality of transport services. Among those parameters the following may be noted:

- Operating speed;
- Average time for formation of trains;
- Average waiting time for lorries;
- Accessibility by road;
- Accessibility by rail;
- Average length of stop at border crossing points.

Concluding remarks and follow-up:

In considering the development of thresholds for the quality of transport services the Working Party may bear in mind that this concept is closely related to that of capacity and traffic flows. While capacity is described by the maximum transport volume, that can be performed on a specific link per time unit; quality of transport service is described by parameters like average travel speed, safety and security of passengers and goods, punctuality, frequency, comfort or transport costs; traffic flows are quantifiable by parameters like traffic volume, traffic performance and split into vehicle categories. However, there are certain interrelationships and dependencies that have to be taken into account. These correlations between capacity, quality of transport service and traffic flows vary for the specific transport modes and have different importance for the evaluation of infrastructure bottlenecks, missing links and insufficient quality of network and may also be drawn upon in order to ensure coherence and complementarity among modal networks.

In following up last year's discussion the Working Party may wish to examine the possibility to convene an informal group to discuss in more detail the question of establishing thresholds for the quality of transport services.
