

# Express coaches: An up-hill battle after liberalization?

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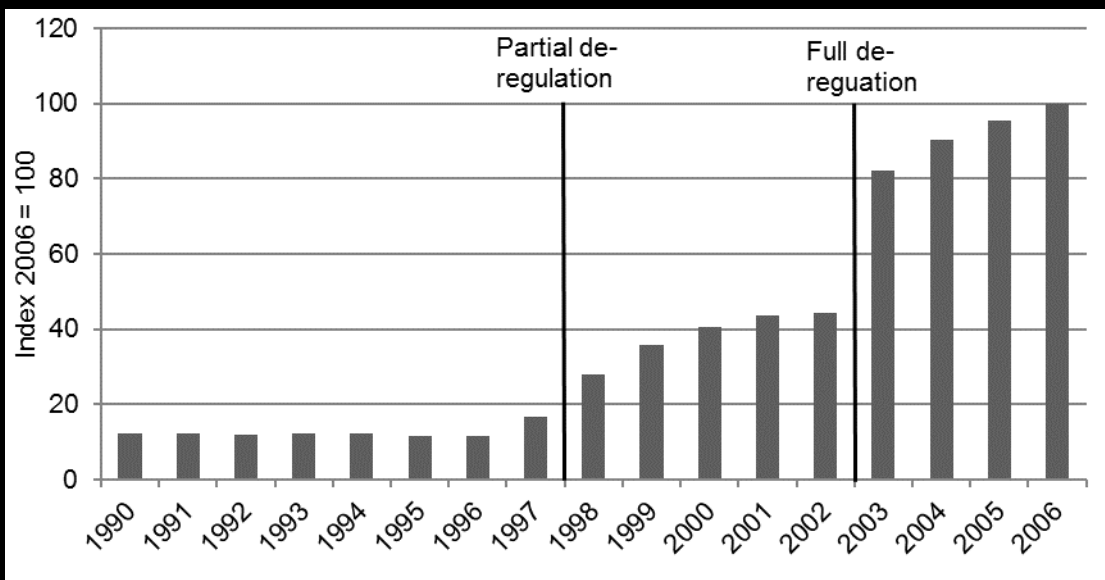
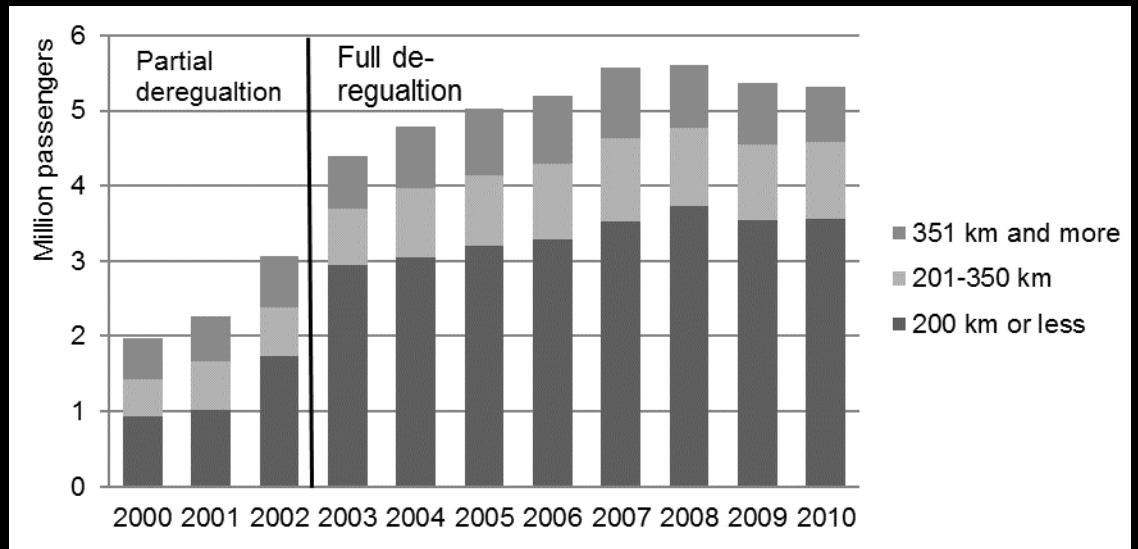


Research in motion

# Overview

- Context
- Historical development
- The express coach passengers
- Competition
- Solutions





The passenger

Old and young,  
but not in-between

Female

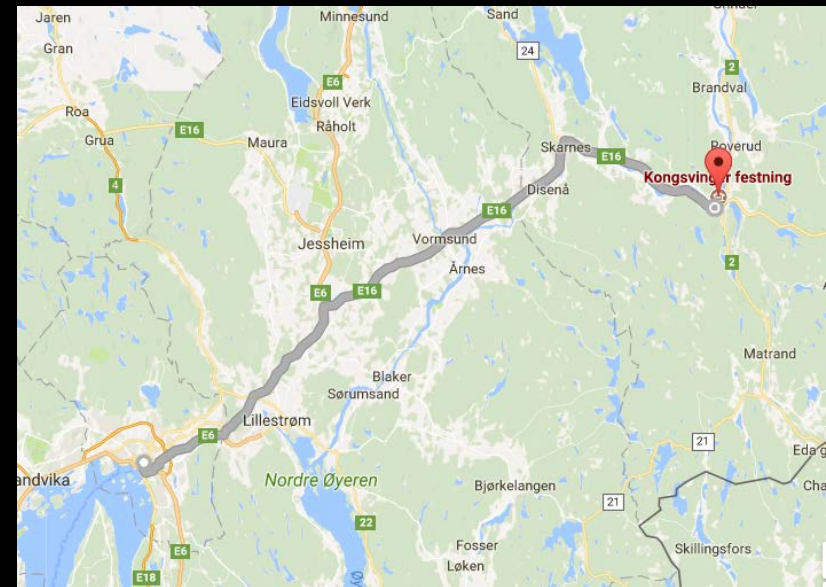
<b>Year</b>	<b>Number of lines</b>
<b>2000</b>	14
<b>2001</b>	16
<b>2002</b>	20
<b>2003</b>	26
<b>2004</b>	29
<b>2005</b>	30
<b>2006</b>	33
<b>2007</b>	37
<b>2008</b>	36
<b>2009</b>	36
<b>2010</b>	36
<b>2017</b>	29

# Better options

- Higher income
- Cheaper air transport
- More rail services
- Better local public transport
- Better infrastructure

# TE2 – Oslo - Kongsvinger

- Started in 2000
- 160 departures per direction per week in 2010
- Closed in 2016





- Competition with subsidised rail
- Better infrastructure
- More congestion

# Possible options

- Prohibit local authorities from limiting express coaches' access to local markets when they form a natural section of an express coach route
- Allow free and within capacity unrestricted access to terminals and stops. Currently, the sector claims to be paying NOK 70 million annually in terminal fees.
- Universal rights to social rebate reimbursements
- Fuel tax rebates (?)
- A moderate mileage compensation

# Conclusions

- Up-hill battle against competition
- Can be stopped if certain policies are put in place