Express coaches: An up-hill battle after liberalization?

Jørgen Aarhaug jaa@toi.no
N Fearnley
A H Halse
E Farstad
Overview

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

Old and young, but not in-between

Female
<table>
<thead>
<tr>
<th>Year</th>
<th>Number of lines</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>14</td>
</tr>
<tr>
<td>2001</td>
<td>16</td>
</tr>
<tr>
<td>2002</td>
<td>20</td>
</tr>
<tr>
<td>2003</td>
<td>26</td>
</tr>
<tr>
<td>2004</td>
<td>29</td>
</tr>
<tr>
<td>2005</td>
<td>30</td>
</tr>
<tr>
<td>2006</td>
<td>33</td>
</tr>
<tr>
<td>2007</td>
<td>37</td>
</tr>
<tr>
<td>2008</td>
<td>36</td>
</tr>
<tr>
<td>2009</td>
<td>36</td>
</tr>
<tr>
<td>2010</td>
<td>36</td>
</tr>
<tr>
<td>2017</td>
<td>29</td>
</tr>
</tbody>
</table>
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