

Transport Infrastructure between Competition and Regulation

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Efficient competition on European transport markets is conditional upon the existence of non-discriminatory access to infrastructure for all active and potential transport service providers. In addition, however, efforts must also be made to ensure scarce infrastructure capacities are allocated efficiently and infrastructure costs are covered. This paper presents alternative pricing and quality differentiation mechanism for access charges for transport infrastructures. Moreover, a disaggregated approach to access regulation focussing on price level regulation is elaborated.

Infrastructure charges and special interest groups

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During the last two decades pricing of infrastructure services in transportation has gained increasing attention by policy makers and economists. There is a widespread debate on the economically desirable level and structure of tolls on motorways and in cities, of take-off and landing charges, of track-access charges in railroading and user charges in harbours. At present this discussion is dominated by the viewpoint of normative economic theory. The political environment and the political process in which user charges are set is largely disregarded. Starting from a paper by Laffont the following paper argues for a different approach which takes into account that special interest groups will attempt to manipulate the level as well as the structure of user charges in their favour. Taking this fact into account may lead to tariffs which deviate from 1st best or 2nd best textbook tariffs, but which may generate higher expected welfare.

Strategische Entscheidungsfindung im Flugverkehr

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Dieser Beitrag beleuchtet das Verständnis der relativen Bewertung von nicht-monetären und monetären Charakteristiken eines Reiseplanes, resp eines Fluges basierend auf dem beobachteten Verhalten eines Reisenden (RP-Daten). Dafür werden Modelle der „random utility“ angewendet.

Für diese Studie wurden verschiedene Datensätze verwendet. Der erste Datensatz beinhaltet mittels Computer Reservation Systemen (CRS) gebuchte Flüge. Der Zweite enthält beobachtete Ticketpreise im Zeitraum von September–November 2006 für Abflüge im November 2006 auf 70 Quell-Ziel Beziehungen und der dritte Datensatz ist der Official Airline Guide (OAG). Die drei Datensätze wurden zu einem umfassenden Datensatz für die Routenwahl kombiniert.

Das Fazit dieser Studie ist, dass der Ticketpreis vom Reisenden relativ stark bewertet wird. Bei einer Direktverbindung sind der Preis und die Abflugzeit am wichtigsten. Bei einer durchschnittlichen, nicht gewählten Flugverbindung ist das Umsteigen das wesentliche Entscheidungskriterium. Für Fluggesellschaften impliziert dies, dass Ticketpreise

und Abflugzeiten entscheidend sind und es demnach wichtiger ist, die Streckenkenntnisse der Reisenden zu beeinflussen statt deren Markenbewusstsein.

Megatrends for the goods traffic

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This paper discusses the societal development that will very likely affect the future in all areas the next ten to fifteen years. These developments are known as megatrends which also affect the transport of goods. Especially the megatrends globalization, acceleration, urbanization or environment are expected to affect the future good transport systems. Besides the general megatrends, this paper discusses also some logistical innovations which are likely to contribute significantly to the expected development of future transport systems.

Transport Economics

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Transport Economics is a branch of economics that deals with the allocation of resources within the transport sector and has strong linkages with civil engineering. It covers fields from Transport Logistics to Traffic Engineering, from Land use Planning to Traffic Modelling. The fascination about effortless and fast movement with the railways, cars and airplanes was so big, that nobody was questioning the basic assumptions of the disciplines involved in the 19th and 20th century. The discipline is based on plausible assumptions about System behaviour, which have never been proved in scientific manner. Growth of Mobility, Time Savings from increased travel speed and freedom of modal choice are the pillars of belief in Transport Economics. None of them exist in the System. Only the modes are changing, travel time budget is constant, independent from the speed and freedom is limited by human evolutionary attributes. Transport systems and economy always fit together. The variety and richness of local and regional small economic units depend on slow and expensive transport. Centralized economies depend on fast and cheap (subsidized) transport. Cheap fossil energy was the base of this miracle and the misunderstandings of the system.

Pricing in the Transport Sector

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Next to market elements, transport policy is a major factor for determining prices for transport services. It is the state which controls investments in infrastructure, subsidises transport services, approves tariffs, regulates competition and increases the cost of transport services by levying taxes and public charges. Long-term price trends are shaped by developments in transport technology which lead to increases in productivity and reductions in costs. Deregulatory efforts foster their rapid transposition. In the road haulage sector, which is governed by brisk competition, this resulted in a precipitous decline in prices, forcing the rail service to respond in its freight rate pricing. Deregulation in the aviation sector cut into monopoly rents and slashed prices for freight and passenger transport in spite of the rise in fuel prices. The tariffs for public passenger transport services, however, formed as they are primarily on the basis of transport policy

considerations, showed little response to the cost increases experienced in the private transport sector, their direct competitor.

Insurability of Catastrophe Risks and Public Provision of Insurance

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The catastrophe events have increased enormously during the last decades, so that catastrophe risks seem to become uninsurable. Due to this development, most governments in the western world have established private-state insurance solutions for catastrophe risks. In this contribution, we examine the criteria for insurability of catastrophe risks. Furthermore, we analyze the circumstances where a state participation in insurance solutions can be justified. We found out that in some extreme situations (for example directly after an attack by terrorists) the government should give state guarantees to avoid a collapse of insurance markets. But state guarantees must not be used to subsidize certain enterprises or branches. This would lead to false allocations of risks in the society.

Terrorismus, Terrorismusbekämpfung und Attentate

Sandra Frank

JEL-No: F5, P4

Terrorismus ist keine Neuerscheinung unseres Jahrhunderts. Dennoch ist besonders in den letzten Jahren die ökonomische Literatur zu diesem Phänomen gewachsen. Dieser Artikel gibt einen Überblick über aktuelle Publikationen zu den möglichen Ursachen und den Auswirkungen von Terrorismus. Ebenso werden Möglichkeiten zur Terrorismusbekämpfung diskutiert. Entgegen früherer Annahmen zeigt dieser Artikel, dass es nicht arme junge Menschen ohne Perspektiven sind, die sich zu terroristischen Taten entschließen. Vielmehr sind es gebildete junge Menschen, die als Terroristen das Zusammenleben in Gesellschaften über komplexe Kanäle beeinflussen. Politikmaßnahmen, müssen sich an dieser Komplexität orientieren um langfristig Terrorismus erfolgreich zu bekämpfen.

