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ROBERT
SCHUMAN
CENTRE FOR
ADVANCED
STUDIES

Florence
School
of
Regulation

2nd Florence Intermodal Forum

Villa la Fonte
San Domenico
di Fiesole
3.3.2014

High speed rail vs. low-cost air: competing or complementary modes?

Matthias Finger



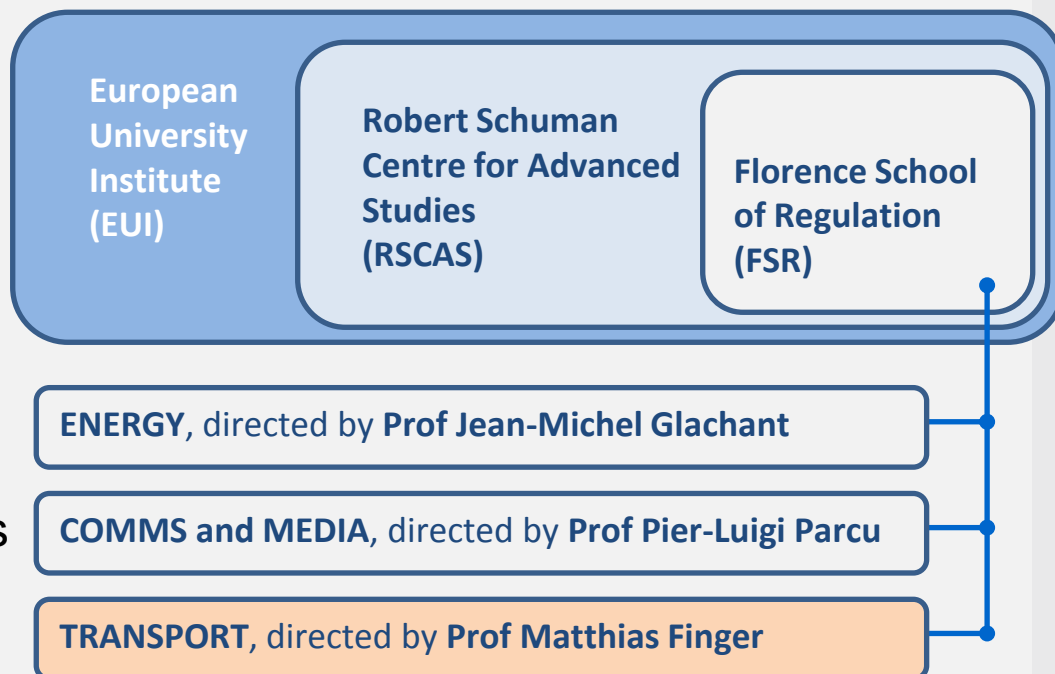
European University Institute

- The European University Institute (EUI) was set up in 1972 by the six founding Member States of the European Communities to provide advanced academic training to doctoral researchers and to promote research at the highest level
- It opened its doors to the first researchers in 1976
- Since then it has expanded to include new Members States of the enlarged European Union and has associate links to other countries, including Switzerland, Norway and Turkey
- EUI carries out research in a European perspective in Economics, Law, History and Civilization, and the Political and Social Sciences
- As of 1994 it has a 5th Faculty: the Robert Schuman Center for Advanced Studies
- Each year more than 100 doctoral theses are defended at the EUI



Florence School of Regulation

- The Florence School of Regulation (FSR) was created in 2004
- The FSR is directed by Prof Jean-Michel Glachant and has three topic areas, namely:
 - Energy
 - Telecommunications and Media (2009)
 - Transport (2010)
 - soon to come: water, banking & finance
- Each with its own director, coordinator, researchers and activities





Transport Area of FSR

- A group of scholars and researchers working on regulatory policy matters
- Concerned with regulation and regulatory policy of all transport modes and markets (including the relationships between them), along with postal and delivery services
- Started its work in 2010 with the 1st European Rail Transport Regulation Forum, which brought together experts from the EC, regulators, industry stakeholders, and academics
- Since then:
 - 7 Rail Transport Regulation Forums
 - 4 Air Transport Regulation Forums
 - 4 Urban Public Transport Regulation Forums
 - 1 Maritime Transport Regulation Forum
 - 2 Postal Regulation Forums
 - 1 Intermodal Regulation Forum
 - 2 Academic Conferences



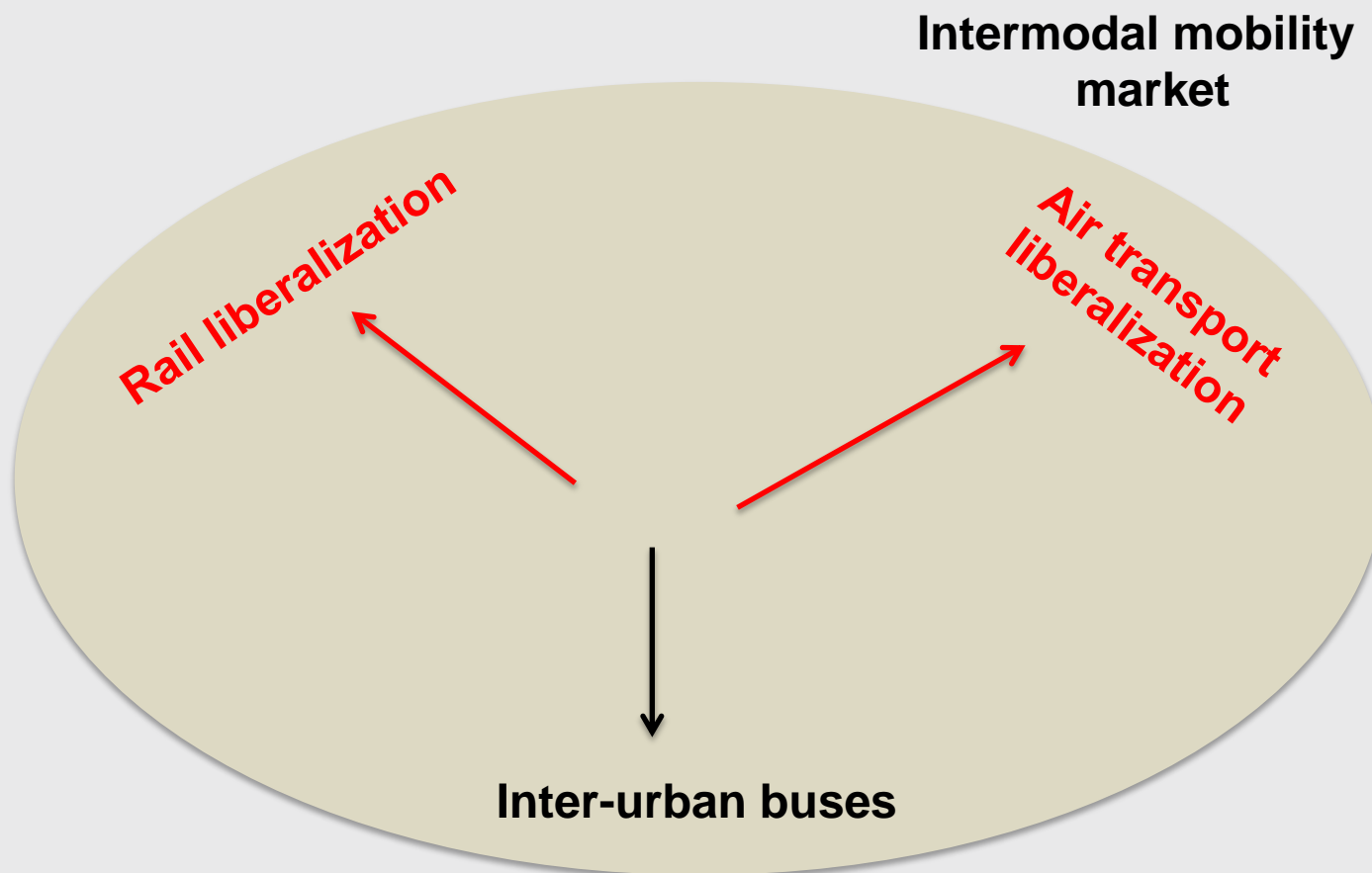
FSR-Transport funding

- Funding of FSR-Transport activities, as for the whole of FSR, is ensured by donations
- Donors are mainly the **transport operators** (in the different modes)
- Funding may also come from research projects commissioned by stakeholders
- Donors over the past years – many thanks!



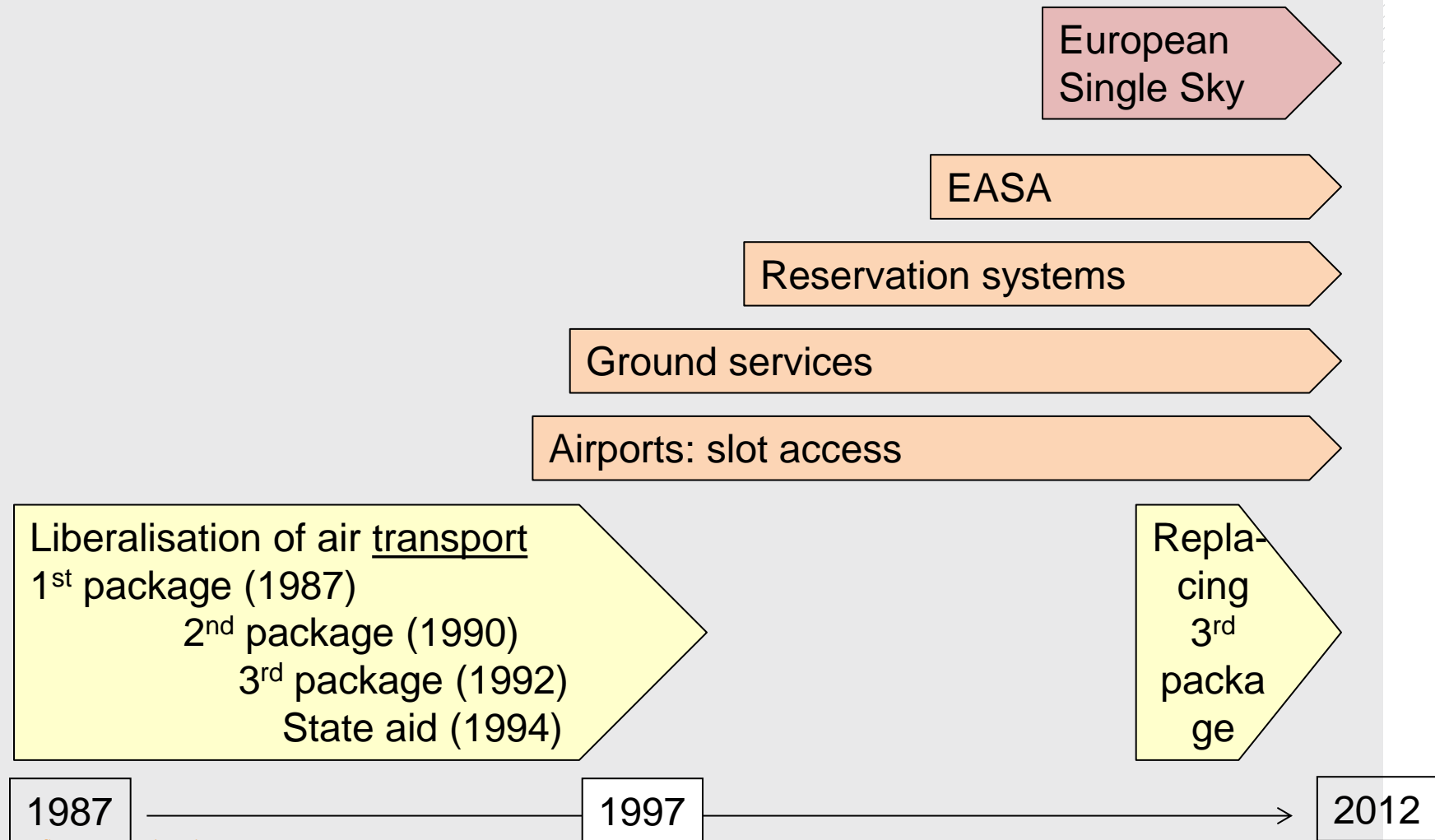


Separate liberalization paths



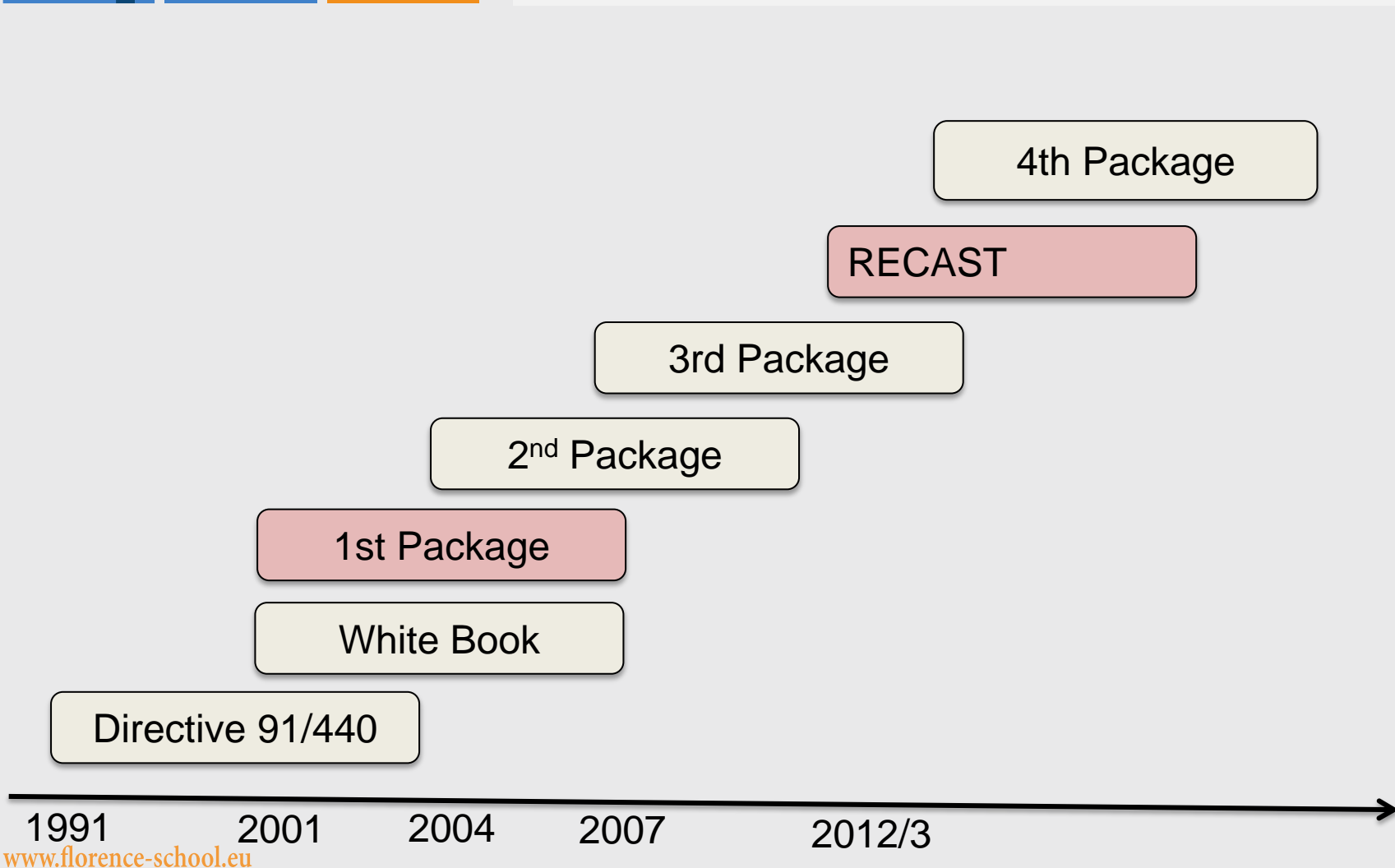


Air transport liberalization





Rail transport liberalization





Today, we would like to discuss the following questions:

- Can high-speed rail continue to expand, if low-cost airlines are taking over as the alternative also on short routes?
- How much do the subsidies (to both rail and air sector) influence the current market structure and the competition between the two modes?
- Given that high speed and low cost enter the same economic discourse and the so far failed attempt of developing integrated mobility regulation, is there room for effective intermodal legislation?
- How can high-speed and low cost be complementary? Do they serve different needs? Can they coordinate and consistently develop as two parts of the “whole journey”?



Structure and principles of the day

- An introductory presentation by Ms Righini (Cabinet Almunia, Competition) and Ms Maire (DG MOVE)
- 4 sessions
- Short presentations
- Chatham rules
- Slides, "Observer" available afterwards