

TABLE 1B13

ELASTICITY FOR ROAD FREIGHT WITH RESPECT TO FREIGHT COSTS

<i>Source</i>	<i>Routes</i>	<i>Price variable</i>	<i>Elasticity</i>	
			<i>Short run</i>	<i>Long run</i>
Fitzpatrick & Taplin (1972)	4 city pairs ^a	Road/rail cost ratio	na	-2.20
		Road cost	na	-2.50
BTE (1979)	Sydney-Melbourne	Road/rail cost ratio	-0.34	-0.70
BTE (1979)	4 city pairs ^b	Road/rail cost ratio	-0.55	-0.90
BTE (1985)	5 city pairs ^c	Road/rail cost ratio	-0.41	na
		Road cost	-0.36	na
BTE (1985)	10 city pairs	Road/rail cost ratio	-0.37	na
		Road cost	-0.33	na

na not available

a. Sydney-Melbourne; Melbourne-Newcastle; Adelaide-Newcastle; Sydney-Brisbane.

b. Sydney-Melbourne; Sydney-Brisbane; Sydney-Adelaide; Melbourne-Adelaide.

c. Sydney-Melbourne; Sydney-Brisbane; Sydney-Adelaide; Melbourne-Adelaide; Brisbane-Adelaide.

d. Sydney-Melbourne; Sydney-Brisbane; Sydney-Adelaide; Melbourne-Adelaide; Brisbane-Adelaide; Sydney-Perth; Melbourne-Perth; Brisbane-Adelaide; Brisbane-Perth; Adelaide-Perth.

Source Luk & Hepburn (1993, table 6.1, p. 18).