

TABLE 2B02

PRICE AND INCOME ELASTICITIES OF DEMAND FOR TRUCKING

<i>Variable</i>	<i>Unit of demand</i>	<i>Area analysed</i>	<i>Nature of elasticity</i>	<i>Elasticity</i>	<i>Source</i>
<i>Income</i>					
GDP	VKT	UK	long-run	0.67	Latham (1983)
Non Farm GDP	tonnes	Australia, intercity	long-run	1.49	BTCE (1991)
GDP	tonnes	Australia, intercity	long-run	1.40	BTE (1978)
Non Farm GDP	tonnes	Melbourne-Sydney	long-run	1.04	BTCE (1990)
GDP	tonne-kilometres	Australia	long-run	1.1	BTCE estimates
<i>Price</i>					
Real freight rate	tonnes	Melbourne-Sydney	long-run	-0.7	BTCE (1990)
Real freight rate	tonnes	Canada, regional	cross section	-0.3 to -1.0	Oum (1979)
Relative freight rate	modal share	Canada	long-run	-0.2 to -0.5	Oum (1979)
Real fuel price	fuel use	Japan	long-run	-0.4	Latham (1983)
Real freight rate	tonne-kilometres	Australia	long-run	-0.9	BTCE estimates

Source BTCE (1995b, table 2.6, p. 34).