

TABLE 4D23 ELASTICITIES OF DEMAND FOR AIRLINE TRAVEL ON INDIRECT EAST-WEST AIRLINES SERVICES BETWEEN SYDNEY AND MELBOURNE

<i>Independent variable</i>	<i>Elasticity at variable mean</i>		
	<i>THRUTR estimates</i>	<i>LOCTR estimates</i>	<i>AMTR estimates</i>
East West fare/ bus service fare	-0.58	-0.58	-0.57
East West fare / petrol price fare	1.24	1.25	1.14
East West fare / Ansett Airlines fare	-0.74	-0.75	-0.62
East West fare / Airlines of NSW fare	-0.17	-0.17	-0.17
East West fare /bus and train standby fare	-0.10	-0.10	-0.10
East West Club 25 fare / petrol price	-1.90	-1.91	-1.70
Industrial production index	4.53	4.52	4.26
Ansett Airlines standby fare	0.03	0.03	0.03

*Notes* THRUTR estimates use a simple demand truncation.

LOCTR estimates use Sydney-Albury traffic demand truncation.

AMTR estimates use Albury-Melbourne traffic demand truncation.

*Source* Hartley & Trengove (1987, tables 1, 2 & 3, pp. 17-23).