

TABLE 9D19 DIRECT AND CROSS SHARE ELASTICITIES FOR AIR AND HIGH SPEED RAIL BUSINESS MARKET

<i>Market segment</i>	<i>Fare class</i>						
	<i>Air – fc</i>	<i>Air – bc</i>	<i>Air – fy</i>	<i>Air – dy</i>	<i>HSR – fc</i>	<i>HSR – fy</i>	<i>HSR – dy</i>
Air – fc	-4.884 (-4.750)	0.262	1.173	0.264	0.343	0.302	0.040
Air – bc	0.127	-3.093 (-3.804)	1.009	0.201	0.261	0.215	0.030
Air – fy	0.205	0.358	-2.454 (-2.339)	0.307	0.401	0.314	0.042
Air – dy	0.125	0.222	0.981	-1.590 (-2.008)	0.253	0.202	0.028
HSR – fc	0.114	0.204	0.892	0.182	-1.295 (-1.782)	0.184	0.026
HSR – fy	0.106	0.189	0.805	0.165	0.212	-0.704 (-1.026)	0.025
HSR – dy	0.086	0.156	0.617	0.136	0.175	0.146	-0.402 (-0.748)

*Notes* fc = first class, bc = business class, fy = full economy, dy = discount economy.

Direct share elasticities from MNL model shown in brackets.

*Source* Hensher (1996, Table 7, p. 17).