About you

I am giving my contribution as:

Independent experts or academics

Interest of the participant

Select the geographical scope of interest for the individual or represented institution (select all that apply)
Spain

Concessions or routes of special interest for the individual or represented institution (max. 4,000 characters)
I have no special interest in any particular region of Spain, but have a long-established research interest in the role of the express coach sector in Britain and other countries

Brief justification for the interest of the individual or represented institution in intercity passenger transport by coach (max. 1,000 characters)
Extensive research work on the impacts of express coach deregulation in Britain from 1980, whose effects I continue to monitor, and interests in outcomes of broadly similar deregulation which has been subsequently applied in other European counties, such as France and Germany.

General assessment of the sector

In general, the state or regional organisation of intercity bus routes responds adequately to demand for intercity transport
DK/NO

Intercity coach services are sufficiently connected with other passenger transport services (for example, rail, plane, city buses, subway...)
DK/NO

In general, intercity coach transport services are less competitive than other means of transportation
DK/NO

Allowing several companies to operate their services in the same route would improve

the competitiveness of coach transport compared to other means of transport
3

The provision of transport services in routes or areas without commercial interest for private companies should be financed by:
Taxpayers, through subsidies granted by public authorities and funded by their budgets

You may provide additional comments to the questions above (max. 4,000 characters)
I do not have sufficient knowledge of the Spanish coach market to answer some of these questions, but can make some general comments based on British experience:
1. On trunk routes, coach trends act as an inferior mode to rail, which offers faster services . However, on some cross-country routes, and especially those linking regions directly to airports, it may offer more direct and sometimes faster links.
2. Competition within the coach market may stimulate lower fares, improved services etc., but is not always sustainable. In Britain, a large number of competing services and new operators were seen after deregulation in 1980, but many of these were short-lived, and the previously dominant operator (National Express) has retained this role in England and Wales. The main competition now comes from another large operator (Megabus, part of Stagecoach) rather than smaller, independent firms. In other countries, this process occurred much more quickly, notably the rapid concentration of coach operations under Flixbus within Germany. Access to terminals, both within city centres, and at airports, may be an important factor enabling competition.

Other questions

The intercity coach sector presents specific competition issues
4

The current management of the concession system favours current concession holders
DK/NO

Administrations make an improper use of their management tools to extend the duration of the concessions and postpone their allocation through competitive tendering procedures
DK/NO

The sector is excessively concentrated in a few operators
DK/NO

Smaller operators and new operators have difficulties in meeting the solvency and experience requirements demanded by the tender specifications
DK/NO

Private management of coach stations by intercity coach operators makes it difficult for other operators to access the market
DK/NO

You may provide additional comments to the questions above (max. 4,000 characters)
As indicated earlier, I do not have sufficient knowledge of the current situation in Spain to respond to most of these questions. However, British experience indicates that ownership of, and access to, terminals is important. For example, Victoria Coach Station in central London was owned by National Express until transfer to Transport for London in 1988,

enabling access on equal terms for all operators. It is also important that planning authorities are willing to grant consent for construction (and continued use) of such stations in city centres.

Re solvency requirements, a minimum standard is in any case set by EU regulations for available funding per vehicle operated.

A general account of coach deregulation in Britain is provided in Peter White and Derek Robbins 'Long-term development of express coach services in Britain' Research in Transportation Economics Vol 36 (2012) pp 30-38. A brief update is provided within White, P. and Kremarik, F. (2020) 'Transport and Deregulation' in Kobaysahi, A. (Ed) International Encyclopedia of Human Geography, 2nd edition, vol 13, Elsevier, pp415-420

Submit your answer

Full name of the individual or represented institution (will be published together with the contribution)

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