

Is intra-European competition for transport coherent?

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Summary

I- aeronautics sector

A- the policy of liberalization of aeronautics sector in Europe

B- The pros and cons of this competition

II- road sector

A- the policy of liberalization of road sector in Europe

B- The pros and cons of this competition

III- railway sector

A-the policy of liberalization of railway sector in Europe

B- The pros and cons of this competition





I- aeronautics sector

A- the policy of liberalization of aeronautics sector in Europe

- thrust of European initiatives
- Liberalization
from 1980
 - Thanks to exogenous factorss



I- aeronautics sector

B- The pros and cons of this competition

PROS :

- Lower prices for users
- Economic growth

CONS :

- Huge pollution

II- road sector

A- the policy of liberalization of road sector in Europe

- thrust of European initiatives
- Liberalization from 1980
 - Thanks to exogenous factorss





II- road sector

B- The pros and cons of this competition

PROS :

- Lower prices for users
- Lower price for consumers
- Economic growth

CONS :

- Pollution
- Longer



III- railway sector

A- the policy of liberalization of railway sector in Europe

- 2016 latest rail liberalization package
- First step towards Liberalization from 1991
- No exogenous factorss

QUIZZ

Guess the
date



Since when was the opening of the
SNCF to competition effective?

1991

2001

2020

2016

III- railway sector

B- The pros and cons of this competition

PROS :

- Less pollution

CONS :

- requires large unfastructures
- too recent opening to competition



CONCLUSION





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