



Development of Oligopoly Lines in Germany

Rang *	REGION	Strecke	Meilen	Fluggesell. (Op. Carrier)	Anzahl Tarife**	IATA-B.-RT in DM 3/98	Spez. Preis (DM/Meile)	Liberal.- index	Entf.- kat.
5	Kanada	FRAYVR	5011	LH	182 / 14	5901	1,18	liberal	I
8	USA	FRAORD	4332	UA, LH, AA	>200 / 26	5593	1,29	liberal	I
1	Mexiko	FRAMEX	5935	LH	166 / 13	5994	1,01	neutral	I
2	Singapur	FRASIN	6387	SQ, LH, QF	169 / 16	6497	1,02	neutral	I
6	Brasilien	FRARIO	5948	RG, LH, VP	133 / 14	7311	1,23	restriktiv	I
4	Thailand	FRABKK	5575	TG, PR, GA, LH, u.a. †	172 / 20	6391	1,15	neutral	I
7	Suedafrika	FRAJNB	5400	SA, LH	179 / 14	6638	1,27	neutral	I
9	Hongkong	FRAHKG	5698	CX, LH	139 / 16	7426	1,30	restriktiv	I
11	China	FRAPEK	4840	LH, CA	74 / 10	7216	1,49	restriktiv	I
10	Indien	FRABOM	4082	DL, LH, AI	103 / 12	5321	1,30	restriktiv	I
3	Dom. Rep.	FRAPUJ	4670	DE, LT	49 / 8	5166	1,11	restriktiv	I
12	Japan	FRATYO	5928	LH, NH, JL	124 / 12	8654	1,50	restriktiv	I
15	Ägypten	FRACAI	1815	LH, MS	91 / 9	3387	1,87	neutral	II
14	Marokko	FRACAS	1415	LH, AT	41 / 6	2608	1,84	restriktiv	II
13	Israel	FRATLV	1831	LH, LY	41 / 8	3240	1,77	restriktiv	II
17	Türkei	FRAANK	1365	LH, TK	40 / 4	2846	2,08	restriktiv	III
18	Malta	FRAMLA	1024	LH, KM	23 / 4	2241	2,19	?	III
19	Rußland	FRASVO	1264	LH, SU, UN	41 / 9	2908	2,30	restriktiv	III
16	Tunesien	FRATUN	915	LH, TU	18 / 5	1840	2,01	restriktiv	III
20	Bulgarien	FRASOF	868	LH, LZ	14 / 4	2705	3,12	restriktiv	III

\*-Rangfolge nach dem spez. Preis

\*\*-Anzahl der IATA-Gesellschaften, die auf dieser Strecke Tarife anbieten

Spez. Flugpreis beinhaltet Hin- und Rückflug, da zahlreiche Sondertarife nicht als One-Way Tarife verfügbar sind

Special air fares for 20 non-European itineraries dependent on the level of liberalisation (1998)

### Liberalisation of Air Traffic in Germany

Based on the national US air traffic deregulation in 1978 the comprehensive liberalisation of air transport markets became a political guideline. About 10 years later the European Community caught up and realised in 3 big liberalisation steps, 1987, 1990 and 1993 the almost complete service liberalisation for the internal European air traffic. Liberalisation means governmental withdrawal of direct market control. In a liberal market organisation, government restricts to presetting of master conditions, to be accomplished by the actors of the economical life in preferably extensive liberty and autonomy. As a central market regulating principle, competition is replacing the official code of behaviour. In order to reach these goals, it is a governmental duty to take care of boosting and maintaining competition in air traffic as well as in other economical fields. So, competition policy and the definition of traffic-related legal master conditions are an essential governmental duty. It is the goal of this work to streamline and to pre-structure these new duties.

DLR, Air Transport and Airport Research