

Future of transport

Analytical report

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This survey was requested by the Directorate General Mobility and Transport, and coordinated by the Directorate General for Communication.

This document does not represent the point of view of the European Commission. The interpretations and opinions contained in it are solely those of the authors.

Flash EB Series #312

Future of transport

Conducted by
The Gallup Organisation, Hungary
upon the request of Directorate General
Mobility and Transport



Survey co-ordinated by
Directorate General Communication

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THE GALLUP ORGANIZATION

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Introduction

This Flash Eurobarometer “*Future of transport*” (N° 312) was conducted at the request of Directorate General Mobility and Transport in the 27 EU Member States.

Initially the survey examined the current means of transport that EU citizens used to get around on a daily basis. These ranged from a car or motorbike, to public transport, cycling and walking.

The survey then looked at various transport policy issues and asked EU citizens for their views. These topics included:

- the level of support for “pay-as-you-drive” policies
- people’s readiness to buy a “cleaner” vehicle as opposed to a traditional one
- car users’ reasons for not using public transport
- ideas for making public transport easier to use
- ideas that could encourage car users to consider reducing the amount they use their car.

The survey obtained interviews predominantly through fixed-line telephone, with nationally representative samples of EU citizens (aged 15 and older) living in the 27 Member States. The target sample size in most countries was 1,000 interviews, but in Cyprus, Luxembourg and Malta the sample size was 500 interviews; in total, 25,570 interviews were conducted by Gallup’s network of fieldwork organisations from October 15 to October 19, 2010. Statistical results were weighted to correct for known demographic discrepancies.

Main findings

Main modes of transport to get around on a daily basis

- A slim majority (53%) of EU citizens said they used a car as their main mode of transport and about one in five (22%) used public transport. “Walking” was mentioned by 13% of EU citizens and 7% selected “cycling”. The least popular choice was a motorbike, mentioned by 2%.
- Men were more likely to say that they used a car to get around on a daily basis (59% vs. 47% of women). Women more frequently said they usually walked (16% vs. 9% of men) or used public transport (25% vs. 18%).
- Almost two-thirds (64%) of rural residents said that they used a car to get about on a day-to-day basis; metropolitan residents, on the other hand, were almost as likely to mention public transport as they were to say they used a car as their main mode of transport (37% vs. 43%).

Level of support for “pay-as-you-drive” schemes

- Half of EU citizens said they would agree with existing car charges being replaced by new “pay-as-you-drive” schemes; almost a sixth (16%) of respondents *agreed strongly* with such a proposal. About 3 in 10 respondents *disagreed* with this suggestion and a fifth were unable – or unwilling – to say whether they would support “pay-as-you-drive” schemes.
- The highest level of support for “pay-as-you-drive” schemes existed in Luxembourg (71%), Italy (68%), the Netherlands (64%), Cyprus (61%) and Belgium (60%).
- *Car users*¹ were more likely to *disagree* with the replacement of existing car charges by “pay-as-you-drive” schemes (37% vs. 24% of *public transport users*²).

Compromises to be made, in order to reduce emissions, when buying a car

- About two-thirds (68%) of EU citizens said they would compromise on a car’s speed in order to reduce emissions; 62% would be likely to compromise on the car’s size and 56% said the same about the car’s range – i.e. the distance that one could drive before needing to refuel/recharge the vehicle. EU citizens were the least likely (54%) to say that they would be willing to compromise on purchase price (i.e. they would not pay more).
- Cyprus, Luxembourg, Greece and France were the countries where the largest proportions of respondents were willing to compromise on a car’s speed, size and range, when making a purchase, in order to reduce emissions. The same was true for price, in the first three countries, but the French were much less likely to be willing to buy a “clean” car if it was more expensive.
- After controlling for the different levels of “don’t know” responses, it was noted that men and the self-employed would be somewhat less likely to compromise on a car’s speed, price or range in order to be able to buy a “cleaner” car. Similarly, 15-24 year-olds would be less willing than their older counterparts to compromise on a car’s speed or range.

Reasons why car users don’t use public transport

- A large majority (71%) of *car users* felt that public transport was not as convenient as a car, a similar proportion (72%) said that a lack of connections was a problem, about two-thirds (64%) mentioned a low frequency of services and 54% said they did not use public transport because it

¹ Those respondents who said they used a car as their main mode of transport.

² Those respondents who said they used public transport as their main mode of transport.

was not reliable. Half (49%) of *car users* said public transport was too expensive and a similar proportion (49%) stressed a lack of information about schedules. Security concerns were considered as an important reason not to use public transport by 40% of *car users*.

- In a majority of countries (19 out of 27), about three-quarters – or more – of *car users* felt that public transport was not as convenient as a car. In all Member States, at least half of *car users* said that they did not use public transport because of a lack of connections.
- Cyprus, Malta, Poland, Bulgaria and the UK were the countries most frequently featuring at the top end of the distributions, i.e. *car users* describing multiple numbers of reasons why they did not use public transport.

Opinions about a single ticket covering all means of public transport

- One in two EU citizens said they would *definitely* consider using public transport more frequently if they could buy a single ticket for their complete journey that covered bus, train or tram, etc. A quarter would not use public transport more frequently even if such a single ticket was available.
- Across the EU, about 3 in 10 *car users* compared to 11% of *public transport users* said they would not consider using public transport more frequently, even if a single ticket for all means of such transport was made available.
- In Spain, Cyprus and Greece, more than 6 in 10 *car users* said they would *definitely* consider using public transport more frequently if they could buy a single ticket for their whole journey.

Ideas to encourage car users to combine different modes of transport

- Roughly two-thirds (65%) of *car users* thought they would be more liable to combine different modes of transport if they could transfer easily from one transport mode to another; more attractive terminals would be an encouragement for just under half (47%) of *car users*.
- About half (52%) of *car users* said that better (online) information about schedules would encourage them to combine different modes of transport instead of using their car, and 38% would be more likely to do this if it would be possible to buy tickets online.
- Greece, Malta, Cyprus, Spain and Ireland tended to be the countries where the largest proportions of respondents said they would be encouraged to combine different modes of transport and reduce their use of a car if various suggestions were implemented (easy transfers, online information etc.).

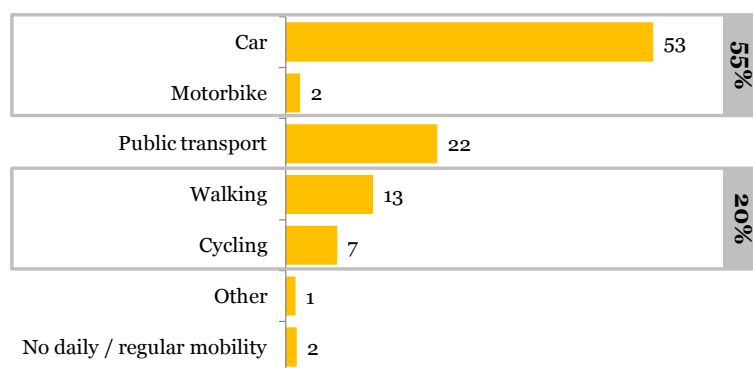
1. Main means of transport for getting around on a daily basis

A slim majority (53%) of EU citizens named a car as their main mode of transport that they used on a daily basis, followed by public transport (22%). “Walking” was mentioned by 13% of EU citizens and 7% selected “cycling” as their primary means of transport. The least popular choice was a motorbike, mentioned by 2%.

The different methods of transport can be classified into three major groups:

- *motorised individual transport (car and motorbike)*: selected as a main mode of transport for daily activities by 55% of EU citizens
- *non-motorised individual transport (cycling and walking)* – mentioned by 20% of EU citizens
- *public transport* – selected by 22% of EU citizens

Main mode of transport



D7. What is the main mode of transport that you use for your daily activities?

Base: all respondents, % EU27

Cyprus stood out from the pack with 91% of respondents who said they used a **car or motorbike** as their main means of transport for getting around on a daily basis. In France, Ireland and Slovenia, roughly two-thirds of respondents mentioned *motorised individual transport* (66%-69%). In the five countries at the bottom of the distribution, however, a third or fewer respondents listed a car or motorbike as their main means of transport: 29% in Latvia and Hungary, 31% in Romania, and 33% in Slovakia and Bulgaria.

Note that virtually all respondents that listed *motorised individual transport* named a car as their main mode of transport. Motorbikes were used by very few respondents in most countries; the main exceptions were Greece (7% said that a motorbike was their main mode of transport), Italy (5%) and Spain (4%).

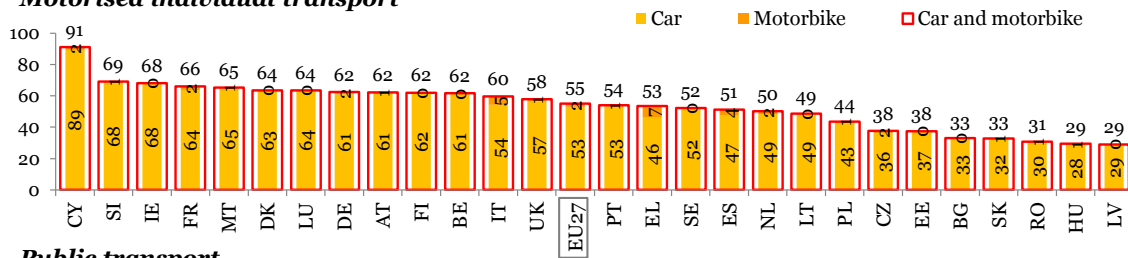
Using public transport on a daily basis was most frequently mentioned by respondents in Hungary (35%), Latvia (36%) and the Czech Republic (37%). This proportion dropped to 5% in Cyprus³. Slovenia and the Netherlands were close to Cyprus with roughly a tenth of interviewees who said they mainly used public transport (10%-11%).

A third of respondents in Bulgaria, Slovakia, Latvia, Romania and the Netherlands (32%-34%) said that they mainly got around on a daily basis by **walking or cycling**. In the Netherlands, interviewees who used a bicycle as their main means of transport largely outnumbered those who said that they usually walked (31% “cycling” vs. 3% “walking”); in the other four countries, most respondents said that they usually walked (for example, Latvia: 25% “walking” vs. 8% “cycling”).

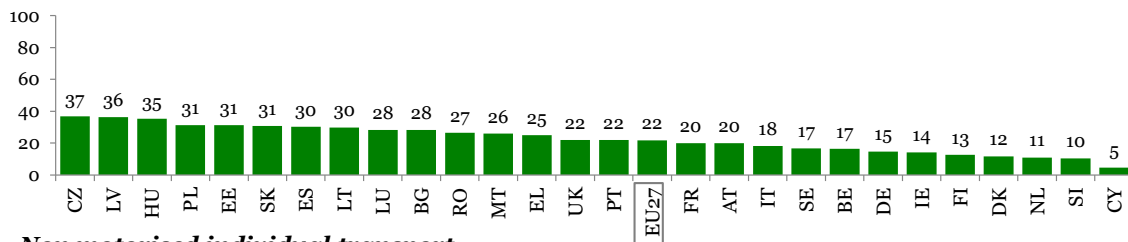
³ The results in Cyprus can be explained by the limited availability of public transport; the country has no rail infrastructure and the public transport system (buses) is not developed.

Main mode of transport

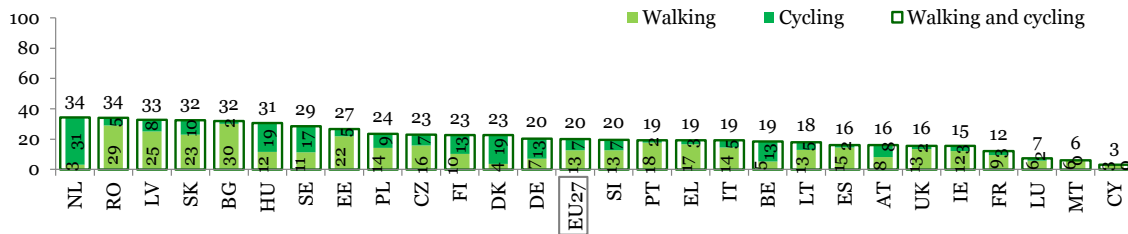
Motorised individual transport



Public transport



Non motorised individual transport



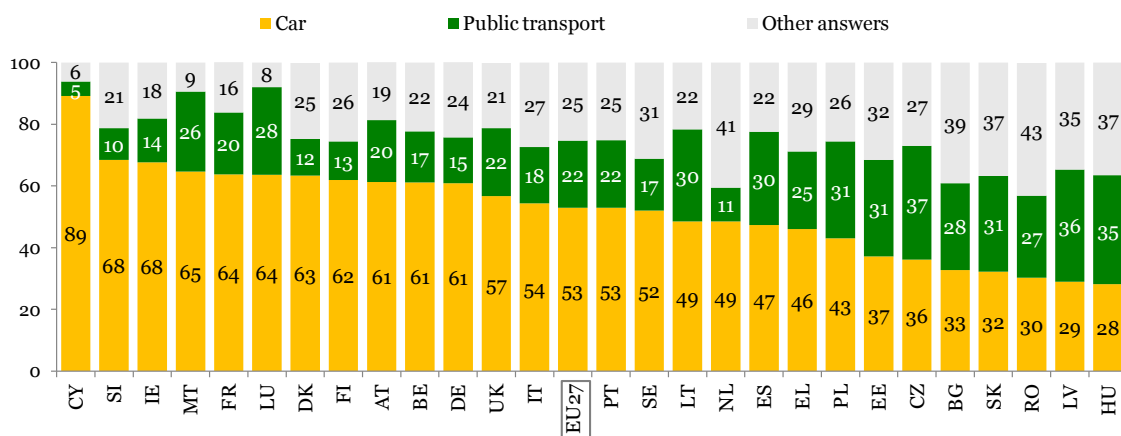
D7. What is the main mode of transport that you use for your daily activities?
Base: all respondents, % by country

In the remainder of this report, two groups of respondents will be compared in regard to their opinions about the available means of transport (i.e. how they travel on a daily basis, their views on “green” travel, reasons for not using public transport, etc.).

- Those using a car as their main mode of transport – for reasons of simplicity, this group will be labelled as *car users* throughout this report
- Those using public transport as their main mode of transport – labelled *public transport users*.

As discussed above, Cyprus has the largest proportion of *car users* (89%), but the proportion was also high in countries such as Slovenia and Ireland (both 68%). The largest shares of *public transport users*, on the other hand, were found in Hungary (35%), Latvia (36%) and the Czech Republic (37%).

Main mode of transport



D7. What is the main mode of transport that you use for your daily activities?
Base: all respondents, % by country

Socio-demographic considerations

Men were more likely than women to say that they used a car to get around on a daily basis (59% vs. 47% of women). Women, on the other hand, more frequently said that they usually walked (16% vs. 9% of men) or used public transport (25% vs. 18%).

While 61%-64% of 25-54 year-olds said a car was their main mode of transport, only half as many 15-24 year-olds gave this response (33%), as did just under half (47%) of the over 54s. The youngest respondents were more likely to use public transport to travel around (41% vs. 15%-22% across other age groups); the oldest respondents were more likely to say that they usually walked (17% vs. 10%-11% across other age groups).

Respondents with the highest level of education were most likely to use a car as their main mode of transport for daily activities (62% vs. 43% of those with the lowest level of education). Full-time students, on the other hand, were more likely to use public transport (47% vs. 18%-22% of all other educational segments) and those with the lowest level of education most frequently mentioned “walking” as their main method of getting around (19% vs. 9% of the most educated).

Almost two-thirds (64%) of rural residents said that they used a car to get around on a day-to-day basis; metropolitan residents, on the other hand, were almost as likely to mention public transport as they were to say they used a car as their main mode of transport (37% vs. 43%). Those living in towns or urban centres were more likely than their counterparts to say that they walked (16% vs. 10% in metropolitan or rural areas).

Finally, about 7 in 10 (71%) self-employed respondents said they used a car to get around, compared to 39% of non-working respondents. The latter were more likely to say that they usually walked (17% vs. 7%-12% for the other occupational groups) or travelled by public transport (29% vs. 11% of the self-employed, 16% of employees and 20% of manual workers).

For more details, see annex table 1b.

2. Level of support for “pay-as-you-drive” schemes

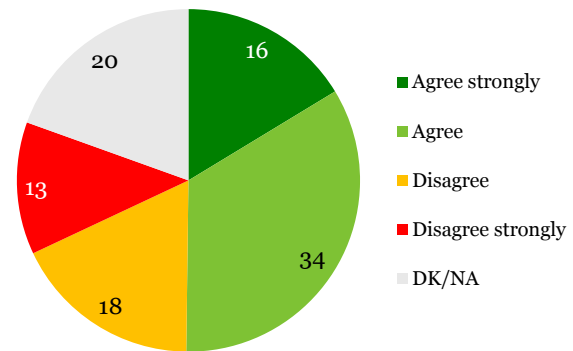
The current Flash Eurobarometer examined EU citizens’ opinions about replacing existing car charges, such as initial registration cost and circulation taxes, with new charging schemes that would take into account the actual use of a car, such as the kilometres/miles driven or its use during peak hours – typically known as “pay-as-you-drive”.

In total, half of EU citizens said they would agree with existing car charges being replaced by new charging schemes that took into account a car’s actual use. Furthermore, almost a sixth (16%) of respondents *agreed strongly* with such a proposal.

About 3 in 10 respondents *disagreed* with the idea of charging car owners via a system that would take into account a car’s actual use (18% *disagreed* and 13% *disagreed strongly*).

Finally, a fifth of EU citizens were unable – or unwilling – to say whether they would support new charging schemes based on a car’s actual use.

Replacing existing car charges by “pay-as-you-drive” schemes

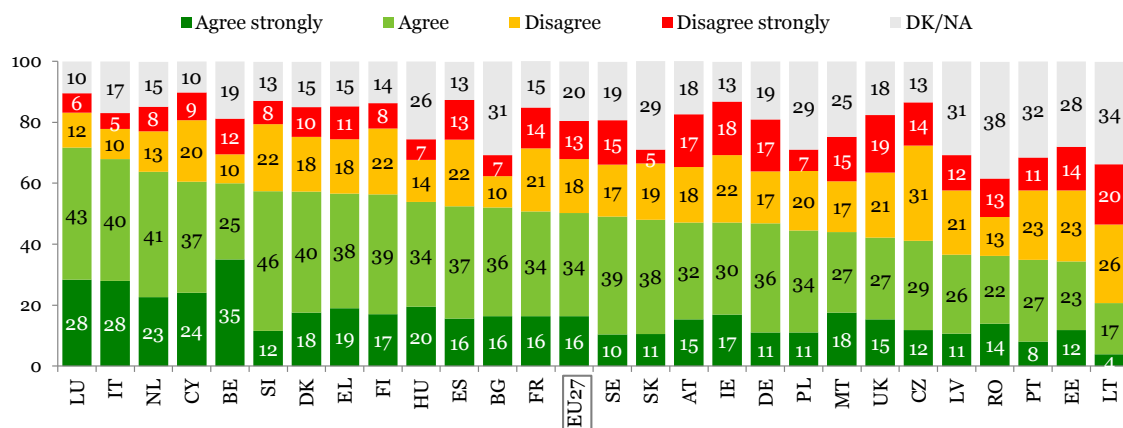


Q1. To what extent do you agree with replacing existing car charges such as registration and circulation taxes with charging schemes that take into account the actual use of the car such as the kilometers driven, or the use of it in peak hours?
Base: all respondents, % EU27

In five Member States, 6 in 10 – or more – respondents would agree to replace existing car charges with new schemes that took into account a car’s actual use: Luxembourg (71%), Italy (68%), the Netherlands (64%), Cyprus (61%) and Belgium (60%).

Support for such schemes was the lowest in Lithuania (21%). In this country, respondents were twice as likely to *disagree* with a proposal to introduce charging schemes based on the extent to which a car was used (i.e. kilometres/miles driven) than they were to *agree* with it (46% vs. 21%). In the Czech Republic, Estonia and Portugal, a similar number of respondents *agreed* or, alternatively, *disagreed* with this concept (the UK: 42% vs. 42%; the Czech Republic: 41% vs. 45%; Estonia: 35% vs. 37%; Portugal: 35% vs. 34%).

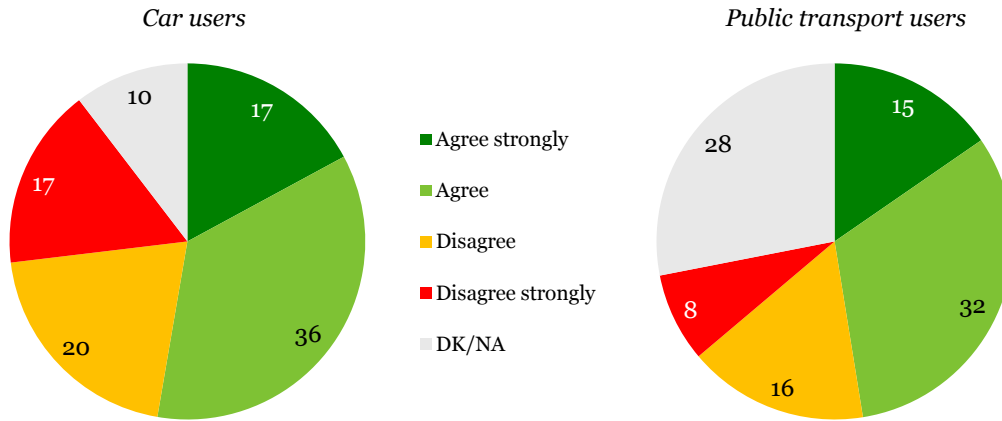
Replacing existing car charges by “pay-as-you-drive” schemes



Q1. To what extent do you agree with replacing existing car charges such as registration and circulation taxes with charging schemes that take into account the actual use of the car such as the kilometres driven, or the use of it in peak hours?
Base: all respondents, % by country

Comparing the results for *car users* and *public transport users*, it was noted that members of the latter group were more likely to be unable – or unwilling – to say whether they would support new charging schemes based on a car’s actual usage (28% vs. 10%). *Car users*, on the other hand, were more likely to *disagree* with the replacement of existing car charges by new charging schemes based on the extent to which a car was used (37% vs. 24%).

Replacing existing car charges by “pay-as-you-drive” schemes



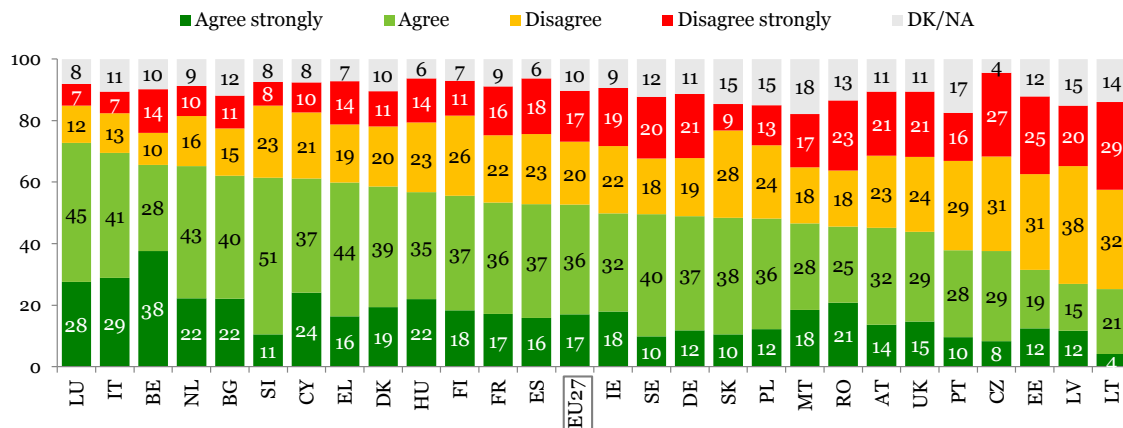
Q1. To what extent do you agree with replacing existing car charges such as registration and circulation taxes with charging schemes that take into account the actual use of the car such as the kilometres driven, or the use of it in peak hours?
Base: all respondents, % EU27

It was noted above that, across almost all countries surveyed, respondents who would support replacing existing car charges by new schemes based on a car’s actual usage outnumbered those that would disagree with the suggestion. A different picture, however, emerged if the focus was placed solely on respondents who primarily used their car to get around on a daily basis.

In Luxembourg and Italy, for example, roughly 8 in 10 *car users* agreed to replace existing car charges by new charging schemes based on the actual use of a car (70%-73%), while about a fifth *disagreed* with this proposal (19%-20%).

The corresponding results for Lithuania and Latvia were almost a mirror image: roughly 6 in 10 respondents *disagreed* (58%-61%), and about a quarter *agreed* (25%-27%), with the idea of introducing new charging schemes based on the extent to which a car was used.

Replacing existing car charges by “pay-as-you-drive” schemes



Q1. To what extent do you agree with replacing existing car charges such as registration and circulation taxes with charging schemes that take into account the actual use of the car such as the kilometres driven, or the use of it in peak hours?
Base: those who use car as a main mode of transport, % by country

The level of support for the replacement of existing car charges by new schemes that would take into account the actual use of a car was highest among men (53% “agreed” vs. 47% of women), 25-39 year-olds (54% vs. 48%-51% across other age groups) and respondents with the highest level of education (55% vs. 44% of those with the lowest level of education and 51% of full-time students).

For further details, see annex table 2b.

3. Compromises to be made, in order to reduce emissions, when buying a car

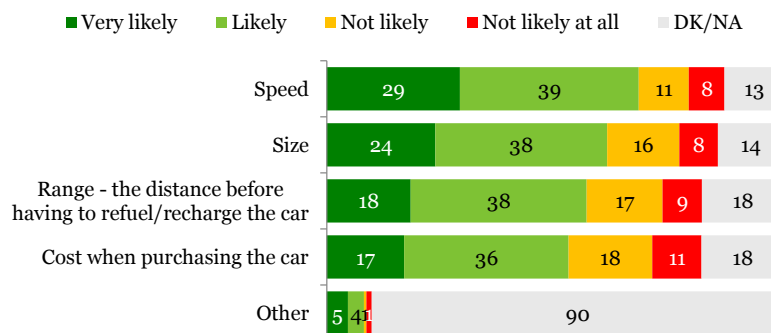
In the future, car manufacturers might have to compromise on some characteristics of their vehicles in order to reduce emissions. Respondents were asked what personal compromises – e.g. in terms of speed or price – they would be willing to make in order to be able to buy a “cleaner” car.

About two-thirds (68%) of EU citizens said it was *likely* that they would compromise on a car’s **speed** in order to reduce emissions (29% selected the “very likely” response). In order to be able to buy a “cleaner” car, 62% of respondents would be likely to compromise on the car’s **size** and 56% said the same about the car’s **range** – i.e. the distance that one could drive before needing to refuel or recharge the vehicle (24% and 18%, respectively, of “very likely” responses).

EU citizens were the least likely to say that they would be willing to compromise on the **purchase price**. However, still more than half of respondents (53%) said they would be likely to buy a more expensive car in order to reduce emissions (17% selected the “very likely” response).

The proportion of respondents who said they would be unlikely to compromise on various characteristics of a car in order to reduce emissions ranged from 19% for “speed” to 29% for “purchase price”. It should also be noted that, for each of these items, a considerable number of respondents were unable – or unwilling – to provide an answer (between 13% and 18%).

Compromising on car characteristics in order to reduce emissions



Q2. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics?

Base: all respondents, % EU27

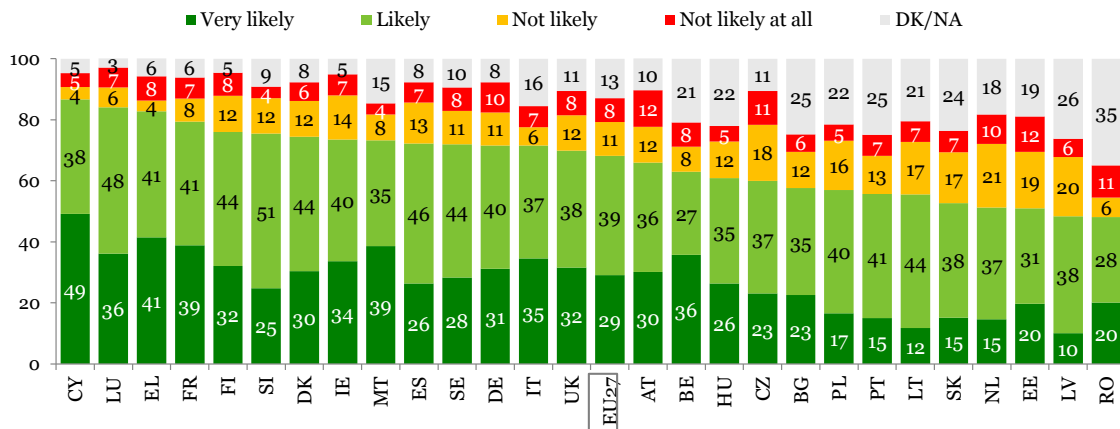
Country variations

In 25 of the 27 EU Member States, more than half of respondents said it was likely that they would compromise on a car’s **speed** in order to reduce emissions (from 51% in Estonia to 87% in Cyprus). In the remaining two, Romania and Latvia, almost half of interviewees (both 48%) would be willing to make compromises on speed. It is also worth noting that less than a third of respondents across all countries said it was *unlikely* that they would compromise on a car’s speed (from 9% in Cyprus to 31% in the Netherlands and Estonia).

As for EU-wide results, a considerable number of respondents in many countries were unable – or unwilling – to provide an answer to this question; the proportion of “don’t know” responses reached 35% in Romania.

Compromising on car characteristics in order to reduce emissions

Speed



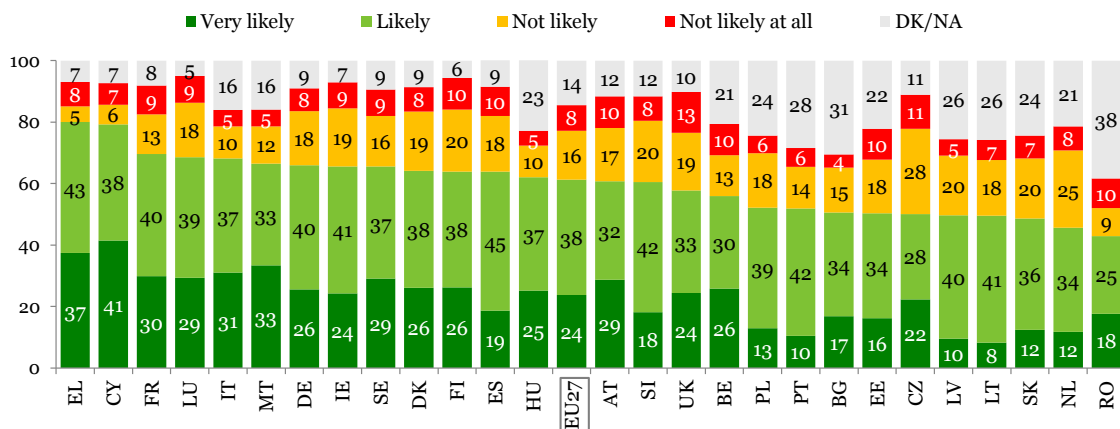
Q2. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics?
Base: all respondents, by country

In order to be able to buy a “cleaner” car, about 8 in 10 respondents in Cyprus and Greece would be likely to compromise on the car’s size (79%-80%). Respondents in these two countries were also the ones most frequently selecting the “very likely” response (41% and 37%, respectively).

Romania had the lowest proportion of respondents who said it was likely that they would compromise on a car’s size (43%), but respondents in the Czech Republic were the most likely to answer that it was *not likely*, or *not likely at all*, that they would accept such a compromise (39%). In Romania, 19% of interviewees said that such a compromise was unlikely, while 38% said they “did not know” if they would compromise on a car’s size.

Compromising on car characteristics in order to reduce emissions

Size



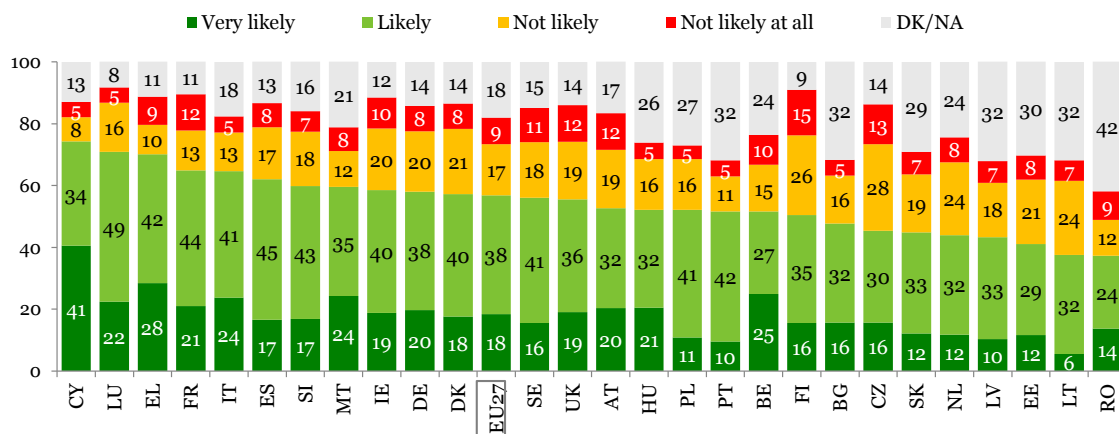
Q2. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics?
Base: all respondents, by country

In accordance with the results discussed above, Romania and Cyprus were at the extreme ends of the distribution in terms of respondents' willingness to compromise on a **car's range** – i.e. the distance that one can drive before needing to refuel or recharge. In Cyprus, 75% of respondents said that they would be likely to buy a car that needed refuelling or recharging more frequently if this would help reduce emissions (41% of “very likely” responses). In Romania, on the other hand, just 48% of respondents said the same; the same proportion was noted in Lithuania (48%).

Respondents in Finland and the Czech Republic were the most liable to say they would probably not compromise on a car's range (41% of “not likely” and “not at all likely” responses). Respondents in Romania were once more the most likely to give a “don't know” response (42%).

Compromising on car characteristics in order to reduce emissions

Range - the distance before having to refuel/recharge the car



Q2. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics?

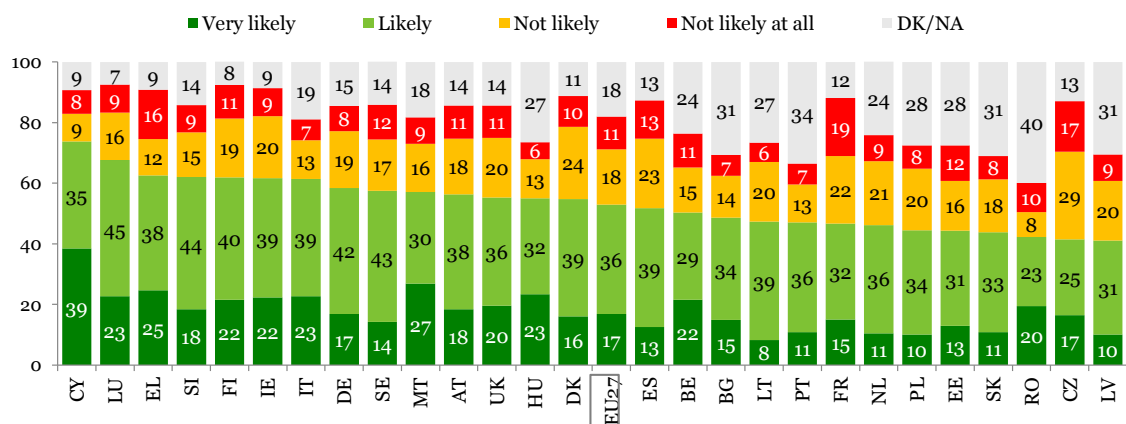
Base: all respondents, by country

Finally, respondents in Cyprus, followed by those in Luxembourg, were the ones most liable to be willing to compromise on a car's **purchase price** (74% and 68%, respectively, of “likely” and “very likely” responses).

Although respondents in France were among the most likely to compromise on a car's speed, size and range, they appeared to be less likely to be willing to buy a “clean” car if it was more expensive. Czech respondents, in fact, were the only one's more likely than the French to say that it was *not likely* or even *not likely at all* that they would compromise on a car's price (46% in the Czech Republic and 41% in France).

Compromising on car characteristics in order to reduce emissions

Cost when purchasing the car



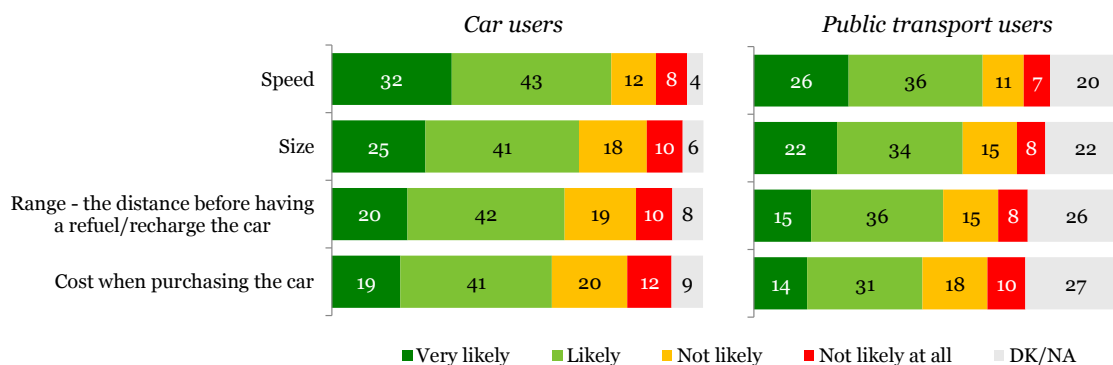
Q2. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics?

Base: all respondents, by country

A comparison between car users and respondents mainly using public transport

Respondents who used public transport as their main method for getting around were more likely to be unable – or unwilling – to say how they might compromise on various characteristics of a car (that they might purchase) in order to reduce emissions. For example, 27% of these *public transport users* “did not know” if they would be likely to compromise on a car’s purchase price, compared to 9% of respondents who said they used a car as their main mode of transport. After controlling for the different levels of “don’t know” responses, however, the response patterns of *public transport users* and *car users* were the same.

Compromising on car characteristics in order to reduce emissions



Q2. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics?
 Base: all respondents, % EU27

Socio-demographic considerations

Women, over 54 year-olds, those with the lowest level of education and non-working respondents were more likely to be unable – or unwilling – to say how they might compromise on various characteristics of a car (that they might purchase) in order to reduce emissions. For example, 19% of women “did not know” if they would be likely to compromise on a car’s size, compared to 10% of men.

After controlling for the different levels of “don’t know” responses, it was noted that men and the self-employed would be somewhat less likely to compromise on a car’s speed, price or range in order to be able to buy a “cleaner” car. Similarly, 15-24 year-olds would be less willing than their older counterparts to compromise on a car’s speed or range.

For further details, see annex tables 3 through 7.

4. Reasons why car users don't use public transport

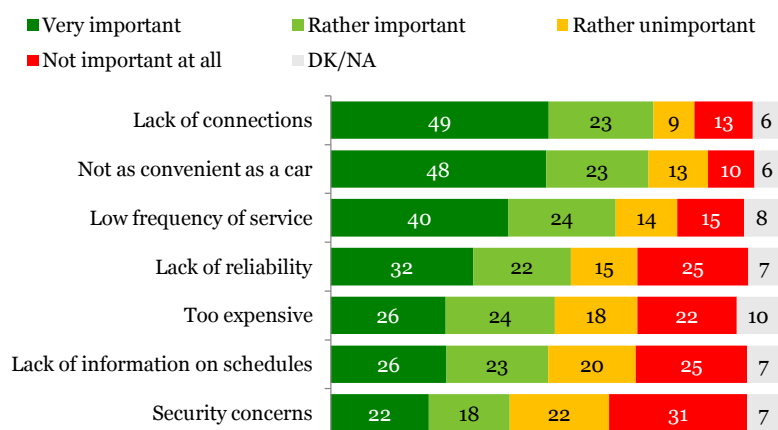
Respondents who said they used a car as their main mode of transport were presented with a list of potential reasons that could stop them from using public transport and were asked to rank the importance of each one.

A large majority (71%) of *car users* felt that **public transport was not as convenient as a car**: 48% said that this was a *very important* reason for not using public transport and 23% said that this was a *rather important* reason.

A similar proportion (72%) of *car users* said that **a lack of connections** stopped them using public transport (49% of “very important responses”). **A low frequency of services** was considered important by 64% of *car users* and 54% said the same about **a lack of reliability** (40% and 32%, respectively, of “very important responses”).

About half (49%) of *car users* stressed **a lack of information about schedules** and a similar proportion (50%) said that **public transport was too expensive**. Finally, **security concerns** were considered to be an important reason not to use public transport by 40% of *car users*.

Reasons for not choosing the public transport system



Q3. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system?

Base: those who use car as a main mode of transport, % EU27

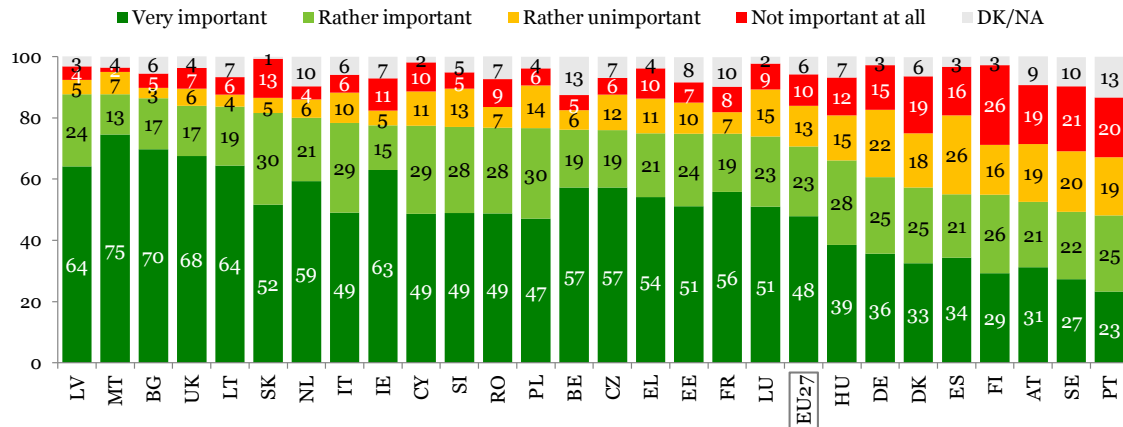
Country variations

In a majority of countries (19 out of 27), about three-quarters – or more – *car users* felt that **public transport was not as convenient as a car**; furthermore, in most of these countries, roughly one in two – or more – respondents said that this was a *very important* reason for not using public transport (from 47% in Poland to 75% in Malta).

In the other eight countries, between 48% (in Portugal) and 67% (in Hungary) of *car users* considered the “inconvenience” of public transport to be an important reason not to use it, while the proportion of respondents who said that this was *not important* ranged from 27% in Hungary to 42% in Spain and Finland.

Reasons for not using public transport

Not as convenient as a car



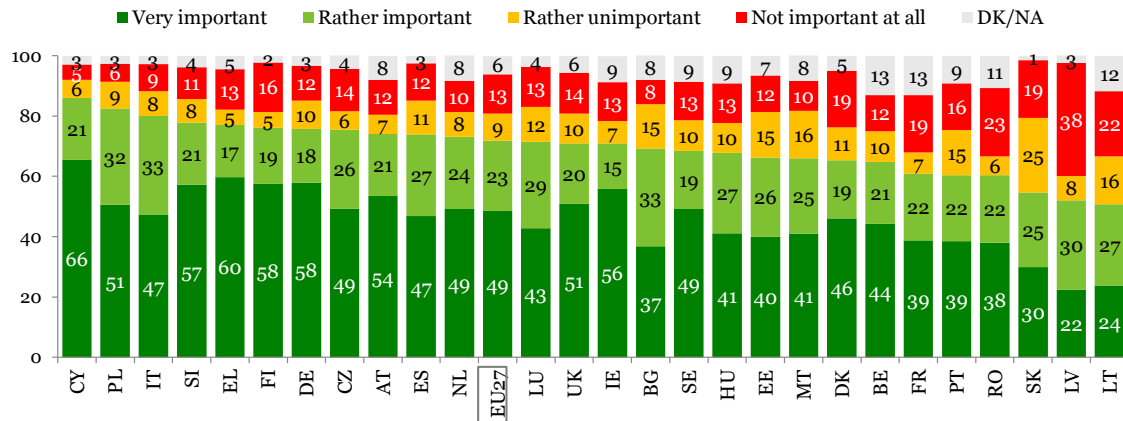
Q3. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system?
Base: those who use car as a main mode of transport, by country

In all Member States, at least half of *car users* said that they did not use public transport because of a **lack of connections** (from 51% in Lithuania to 87% in Cyprus). *Car users* in Cyprus (66%), followed by those in Slovenia, Germany, Finland and Greece (57%-60%), were also most likely to say that this was a *very important* factor.

Latvian and Slovak *car users* joined Lithuanians at the lower end of the distribution with a slim majority who considered a lack of connections as being an important reason not to use public transport (52%-55%). Note that *car users* in Latvia and Slovakia were more likely than those in Lithuania to say that this factor was *rather unimportant* or *not important at all* (44%-46% vs. 38% in Lithuania).

Reasons for not using public transport

Lack of connections



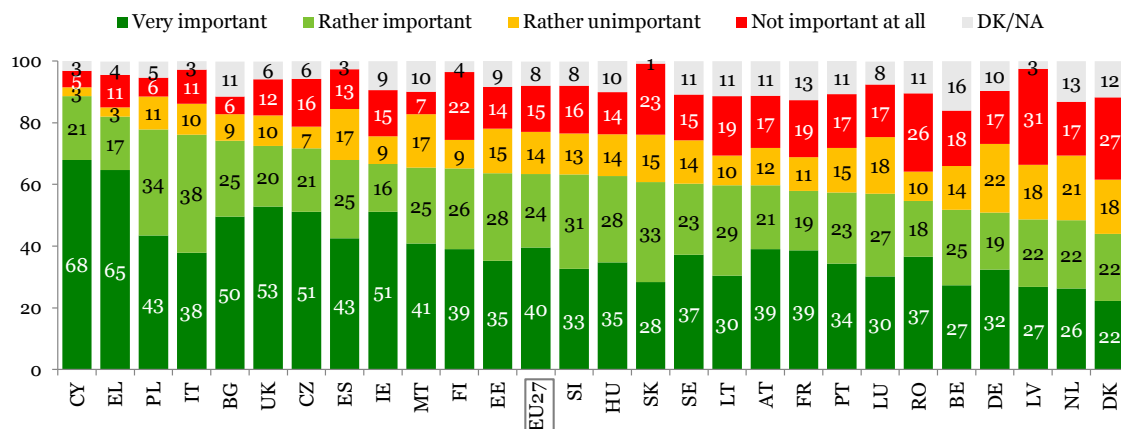
Q3. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system?
Base: those who use car as a main mode of transport, by country

Cypriot *car users* were not only the most likely to say that a lack of connections was an important reason for not using public transport, they were also the most likely to say the same about **the low frequency of services** in their country (89%). Furthermore, 68% of Cypriot *car users* answered that this played a very important role in their decision not to use public transport; a figure similar to the one observed in Greece (65%).

A low frequency of services was less often cited as a problem by *car users* in Denmark, the Netherlands and Latvia (between 44% and 49% of “very important” and “rather important” responses). In the last-named country, *car users* were the most liable to say that this factor was unimportant in their decision not to use public transport (49% of “rather unimportant” and “not at all important” responses).

Reasons for not using public transport

Low frequency of service



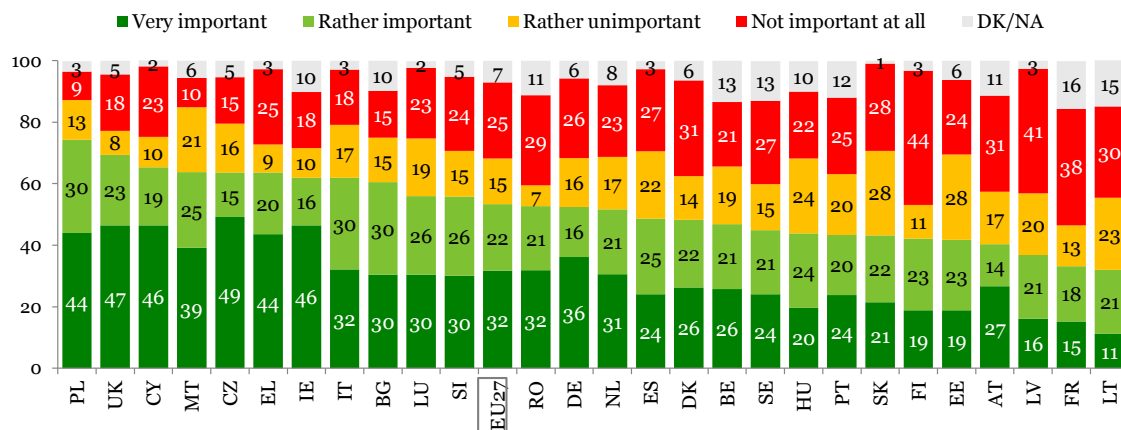
Q3. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system?

Base: those who use car as a main mode of transport, by country

The proportion of *car users* who said public transport **lacked reliability** – and hence they did not use it – ranged from about a third in Lithuania and France (32%-33%) to roughly three-quarters in Poland (74%). Other countries at the higher end of the distribution included Ireland, Cyprus, the UK and the Czech Republic; in each of these countries, almost half of *car users* selected the “very important” response (46%-49%). In France, Latvia and Finland, on the other hand, the dominant view was that a lack of reliability was *not at all* an important reason to avoid using public transport (between 38% and 44%).

Reasons for not using public transport

Lack of reliability



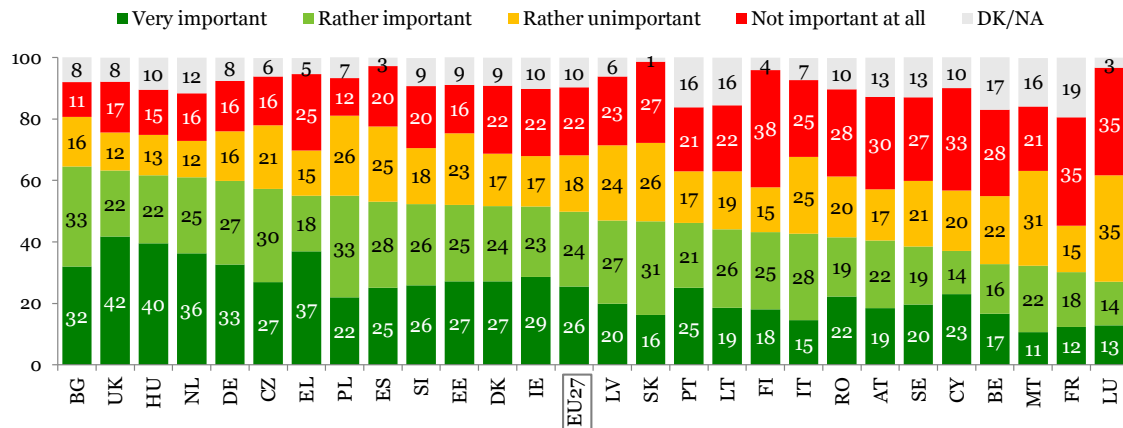
Q3. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system?

Base: those who use car as a main mode of transport, by country

In about half of EU Member States, a majority of *car users* said that the **cost of public transport** was an important reason for not using it (from 51% in Denmark to 65% in Bulgaria). In the other half of countries, between 27% and 47% of *car users* thought that public transport was too expensive. However, in just five of those countries, more than half of *car users* did not think that this played a role in their decision not to use public transport: 52% in Malta, 53% in Finland, Slovakia and Cyprus, and 70% in Luxembourg.

Reasons for not using public transport

Too expensive



Q3. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system?

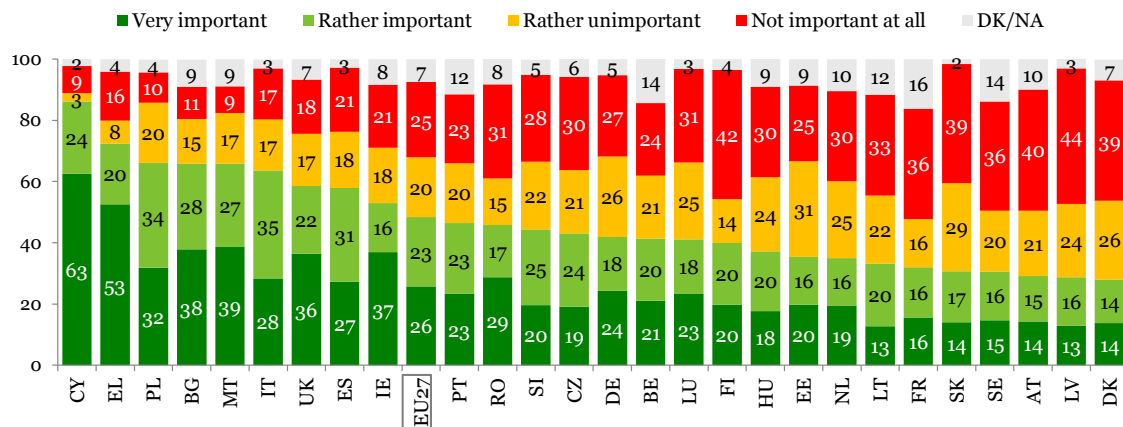
Base: those who use car as a main mode of transport, by country

In seven countries, more than half of *car users* gave importance to a **lack of information about schedules** (e.g. 63% in Italy and 66% in Poland), but respondents in Cyprus were – once again – the most likely to consider this to be an important factor (63% “very important” and 24% “rather important”).

In the six countries at the bottom of the distribution, however, less than a third of *car users* considered a lack of information about schedules to be an important reason not to use public transport (from 28% in Denmark to 32% in France). Furthermore, in each of these countries, *car users* who said that this factor was *not at all important* outnumbered those saying that it was *very or rather important* (“not at all important”: between 36% in France and Sweden, and 44% in Latvia).

Reasons for not using public transport

Lack of information on schedules



Q3. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system?

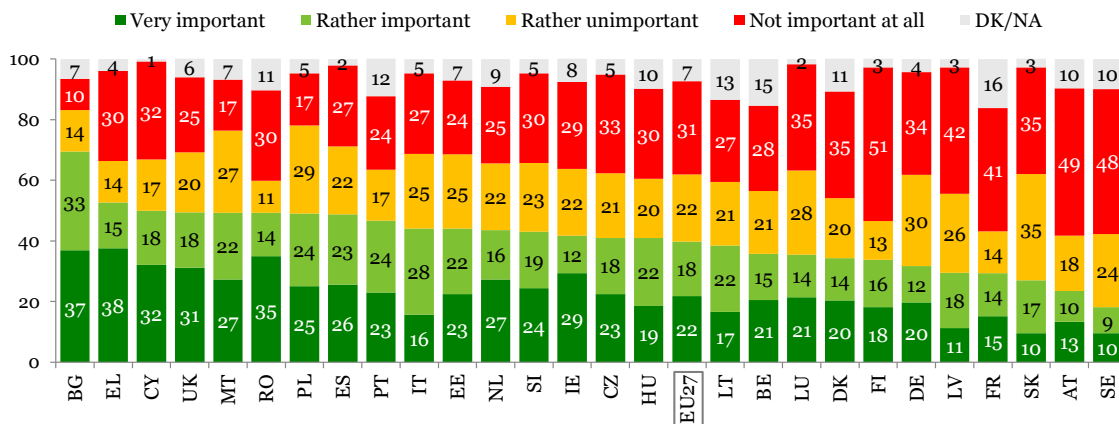
Base: those who use car as a main mode of transport, by country

Car users in Bulgaria stood out from the pack with 70% who said that **security concerns** were an important reason not to use public transport. Furthermore, 37% of Bulgarians said that this was a *very important* reason; a figure similar to the ones observed in Romania (35%) and Greece (38%).

Security concerns were considered to be an important reason not to use public transport by less than a quarter of *car users* in Sweden and Austria (19%-23%). About half of *car users* in these two countries – and in Finland – said that this factor was *not important at all* (48%-51%).

Reasons for not using public transport

Security concerns



Q3. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system?

Base: those who use car as a main mode of transport, by country

Socio-demographic considerations

For each of the potential reasons presented to *car users* in the survey, women were somewhat more likely to say that it was an important reason for them not to use public transport. For example, 43% of women said that security concerns were a *very or rather important* reason not to use public transport, compared to 38% of men.

The oldest *car users*, on the other hand, were less likely to say that each of the reasons listed in the survey were important. For example, 43% of the over 54 year-olds said that public transport was too expensive compared to 52%-55% of respondents in the younger age groups.

Car users with the highest level of education were more likely to stress a lack of connections, but they were less likely to consider a lack of information on schedules or security concerns to be important. For example, a slim majority (56%) of those with the lowest level of education considered a lack of information about schedules to be an important reason not to use public transport, compared to 43% of the most educated. Finally, 56% of full-time students said that the cost of public transport was an important reason for not using it, compared to 48%-51% of those who had left the educational system.

The main difference by respondents' place of residence was in the share of *car users* who said public transport lacked reliability: 56%-58% of city dwellers said this was important, compared to 50% of rural dwellers. Those in the latter group were also, for example, less likely to consider the "inconvenience" of public transport as an important reason not to use it (67% vs. 74% of city dwellers).

Employees were most likely not to use public transport because it lacked reliability, because of a lack of connections or due to a low frequency of services. Employees – together with manual workers – were also more likely to say that the cost of public transport was an important reason not to use it (51%-53% vs. 47% of self-employed and non-working respondents). Manual workers, in turn, were also more likely to give importance to a lack of information about schedules (54% of manual workers vs. 47%-50% across other occupational groups).

For further details, see annex tables 8b through 14b.

5. Opinions about a single ticket covering all means of public transport

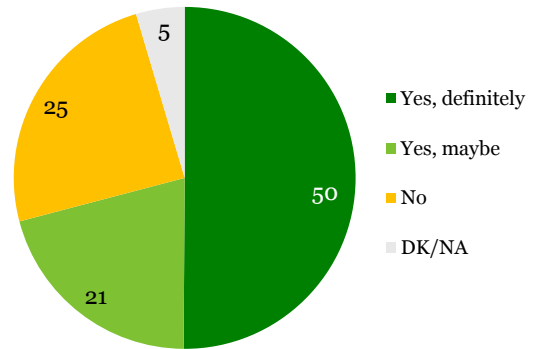
One in two EU citizens said they would *definitely* consider using public transport more frequently if they could buy a single ticket for their complete journey that covered all modes of public transport (such as bus, train or tram). A further one in five (21%) said that they would *maybe* use public transport more frequently if such a single ticket was available.

A quarter of EU citizens would not use public transport more frequently, even if a single ticket that covered bus, train or tram, for example, was available.

The proportion of respondents who would *definitely* consider using public transport more frequently if they could buy such a single ticket ranged from 31% in Latvia to 73% in Greece. In a further eight countries, more than half of respondents gave this response (from 52% in Sweden and Italy to 70% in Spain).

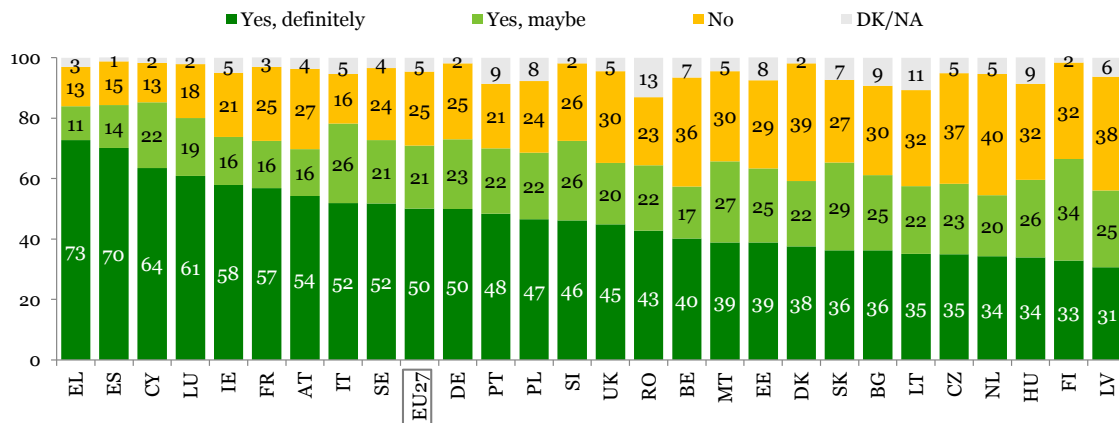
In Belgium, the Czech Republic, Latvia, Denmark and the Netherlands, more than a third of respondents said that they would not consider using public transport more frequently even if they could buy a single ticket for their whole journey (between 36% and 40%).

Would respondents consider using public transport more frequently if it would be possible to buy a single ticket covering all possible transport modes?



Q4. Would you consider using public transport more frequently if it were possible to buy a single ticket covering all possible transport modes (such as bus, train or tram) for your journey?
Base: all respondents, % EU27

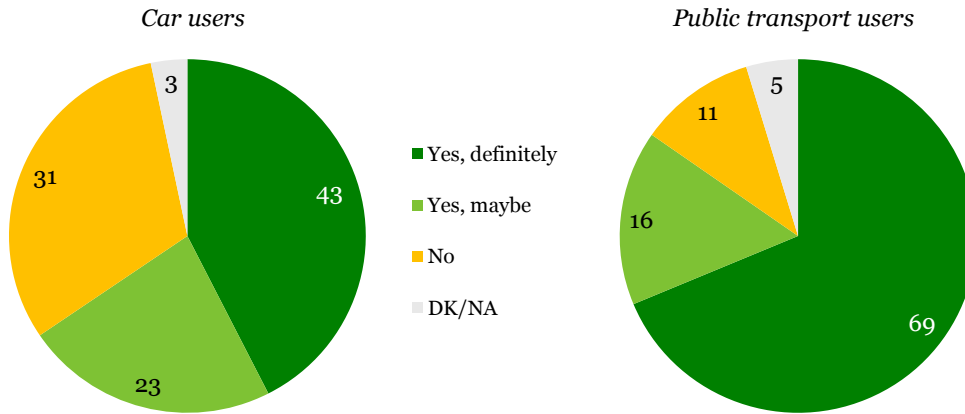
Would respondents consider using public transport more frequently if it would be possible to buy a single ticket covering all transport modes?



Q4. Would you consider using public transport more frequently if it were possible to buy a single ticket covering all possible transport modes (such as bus, train or tram) for your journey?
Base: all respondents, % by country

About 3 in 10 (31%) *car users* said they would not consider using public transport more frequently, even if a single ticket for all means of such transport was made available; the corresponding number for *public transport users* was 11%. Members of the latter group were more likely to say that they would *definitely* consider using public transport more frequently if they were able to buy a single ticket for their whole journey (69% vs. 43%).

Would respondents consider using public transport more frequently if it would be possible to buy a single ticket covering all possible transport modes?



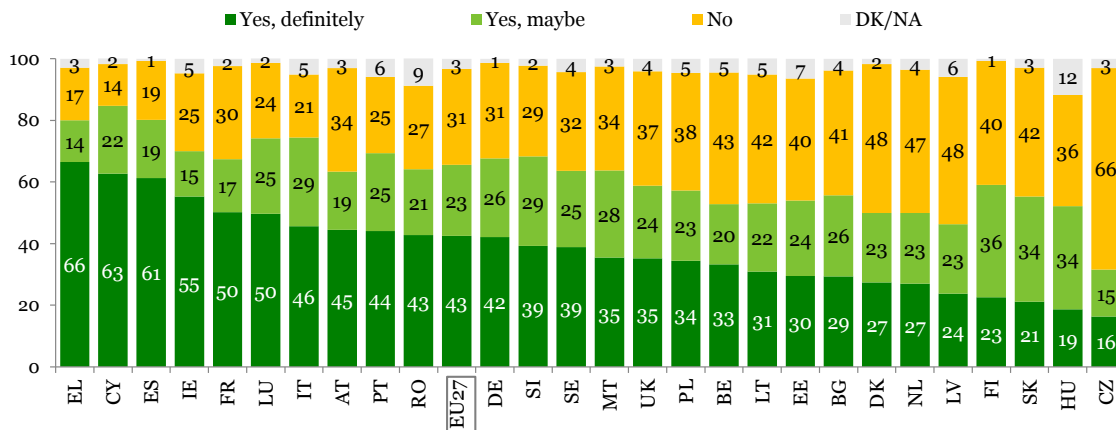
Q4. Would you consider using public transport more frequently if it were possible to buy a single ticket covering all possible transport modes (such as bus, train or tram) for your journey?
Base: all respondents, % EU27

The following chart focuses solely on respondents who said they primarily used their car to get around on a daily basis; as for EU-wide results, *car users* across almost all Member States were more likely than *public transport users* to say that they would not consider using public transport more frequently, even if a single ticket for their journey was made available. The proportion of such responses – among *car users* – ranged from 14% in Cyprus to 66% in the Czech Republic.

In accordance with the results discussed above, Spain, Cyprus and Greece were found at the higher end of the distribution; in these countries, more than 6 in 10 *car users* said they would *definitely* consider using public transport more frequently if they were able to buy a single ticket for their whole journey covering all transport modes (between 61% and 66%).

Would respondents consider using public transport more frequently if it would be possible to buy a single ticket covering all possible transport modes?

Base: respondents who use a car as a main mode of transport



Q4. Would you consider using public transport more frequently if it were possible to buy a single ticket covering all possible transport modes (such as bus, train or tram) for your journey?
% by country

Certain socio-demographic groups were more likely to answer that they would *definitely* consider using public transport more frequently if they could buy a single ticket for their whole journey: 15-24 year-olds (62% vs. 47%-49% for older respondents), full-time students (65% vs. 48%-51% of respondents who had completed their education), metropolitan residents (55% vs. 46% of rural residents) and non-working respondents (53% vs. 43% of the self-employed).

For further details, see annex table 15b.

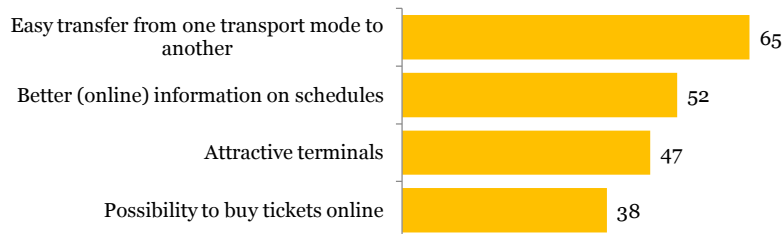
6. Ideas to encourage car users to combine different modes of transport

Respondents who primarily used their car to get around on a daily basis were asked which improvements in public transport would encourage them to combine different methods of transport instead of using their car. Note: respondents were presented with a list of improvements (such as easy transfers between modes of transport and the possibility to buy tickets and get information online), and were asked for each of these items to say whether it would encourage them or not to use a method of transport other than their car.

Roughly two-thirds (65%) of *car users* thought they would be encouraged to combine different modes of transport if it would be possible to **transfer easily from one transport mode to another**, while **more attractive terminals** would be an encouragement for just under half (47%) of *car users*.

About half (52%) of car users said that **better (online) information about schedules** would encourage them to combine different modes of transport instead of using their car, and 38% would be more likely to do this if it would be **possible to buy tickets online**.

Improvements that would encourage car users to combine different modes of transport



Q5. Please tell me whether the following would encourage you or not to combine different modes of transport instead of using your car.

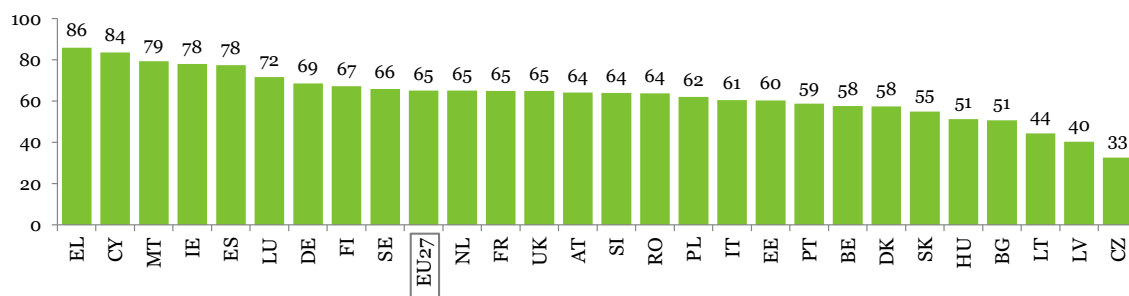
Base: those who use a car as a main mode of transport, % "would encourage", EU27

More than 8 in 10 (84%-86%) *car users* in Cyprus and Greece said they would be encouraged to combine different modes of transport if it would be possible to **transfer easily from one method of transport to another**. In Spain, Ireland and Malta, over three-quarters of respondents shared this view (78%-79%).

The availability of easy transfers between methods of transport would have limited effects in the Czech Republic, Latvia and Lithuania; in these countries, less than half of *car users* said they would use their car less if transfers from one transport mode to another was easy (33%, 40% and 44%, respectively).

Improvements that would encourage car users to combine different modes of transport

Easy transfer from one transport mode to another



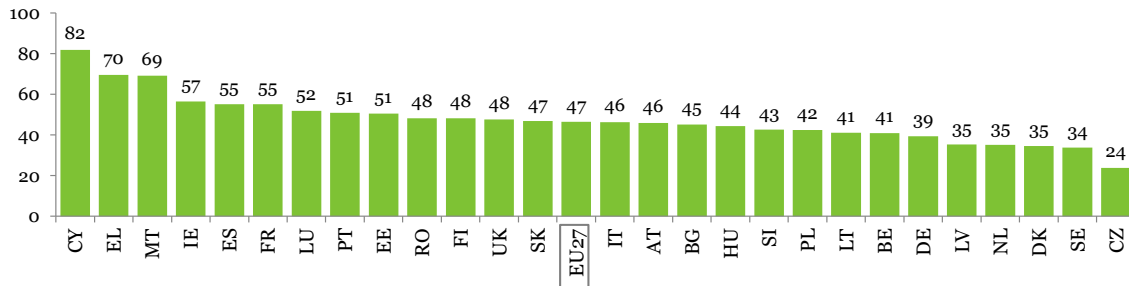
Q5. Please tell me whether the following would encourage you or not to combine different modes of transport instead of using your car.

Base: those who use car as a main mode of transport, % "would encourage" by country

Respondents in Cyprus (82%), Greece (70%) and Malta (69%) were also most likely to answer that they would be encouraged to combine different modes of transport if **terminals were more attractive**; this proportion, however, dropped to 24% in the Czech Republic. Sweden, Denmark, the Netherlands and Latvia were close to the Czech Republic with around a third (34%-35%) of *car users* who said that attractive terminals would encourage them to consider using their car less frequently.

Improvements that would encourage car users to combine different modes of transport

Attractive terminals



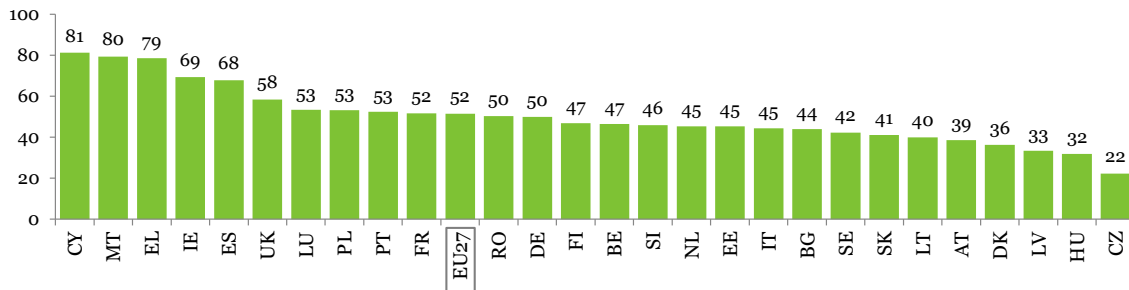
Q5. Please tell me whether the following would encourage you or not to combine different modes of transport instead of using your car.

Base: those who use car as a main mode of transport , % “would encourage” by country

Similarities could also be seen for the next improvement – **better (online) information on schedules**. While about 8 in 10 *car users* in Greece, Malta and Cyprus agreed that better (online) information on schedules would encourage them to combine different modes of transport, just 22% of *car users* in the Czech Republic shared this view. Better (online) information was also unlikely to have a major effect in Hungary and Latvia: about a third of *car users* in these countries thought that this improvement would encourage them to combine different modes of transport (32%-33%).

Improvements that would encourage car users to combine different modes of transport

Better (online) information on schedules



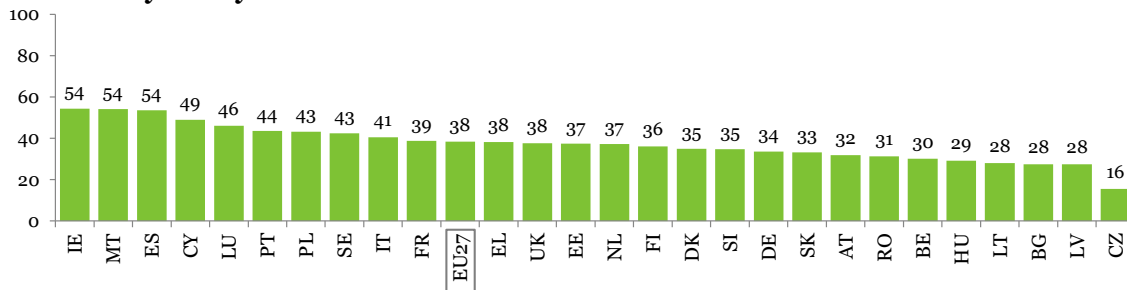
Q5. Please tell me whether the following would encourage you or not to combine different modes of transport instead of using your car.

Base: those who use car as a main mode of transport , % “would encourage”, by country

Finally, the proportion of *car users* that would be encouraged to combine different modes of transport if they would **be able to buy tickets online** remained below 50% in almost all countries surveyed (ranging from 16% in the Czech Republic to 49% in Cyprus). In Spain, Malta and Ireland, on the other hand, a slim majority of *car users* said that this possibility would encourage them to consider using other means of transport than their car (all 54%).

Improvements that would encourage car users to combine different modes of transport

Possibility to buy tickets online



Q5. Please tell me whether the following would encourage you or not to combine different modes of transport instead of using your car.

Base: those who use a car as a main mode of transport, % "would encourage" by country

Socio-demographic analysis

Younger *car users* were more likely to say that better (online) information about schedules (45% of 15-24 year-olds vs. 30% of the over 54s) and the possibility of buying tickets online (64% vs. 43%) would encourage them to combine different modes of transport instead of using their car. Not surprisingly, full-time students were as likely as 15-24 year-olds to share this view (45% and 66%, respectively).

Car users with the highest level of education were not only more likely than those with a low level of education to say that better (online) information about schedules (54% vs. 44%) and the possibility to buy tickets online (45% vs. 30%) would encourage them to combine different modes of transport; they were also more liable to say the same about the availability of easy transfers between methods of transport (70% vs. 57%).

A similar pattern of differences was observed when comparing employees and the self-employed with manual workers and non-working respondents. For example, while 54% of employees and self-employed respondents agreed that better (online) information on schedules would encourage them to combine different modes of transport, just 48%-49% of manual workers and non-working respondents shared this view.

For further details, see annex table 16b.

Flash EB Series #312

Future of Transport

Annex
Tables and
Survey
Details

THE GALLUP ORGANIZATION

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Table 1a. Main mode of transport – *by country*

QUESTION: D7. What is the main mode of transport that you use for your daily activities?








	Total N	% Car	% Public transport	% Walking	% Cycling	% Motorbike	% Other	% No daily / regular mobility	% DK/NA
 EU27	25570	52.9	21.8	12.6	7.4	2.1	1.4	1.6	0.2
COUNTRY									
 Belgium	1004	61.2	16.5	5.1	13.4	0.4	1.1	1.9	0.4
 Bulgaria	1007	32.7	28.2	30.1	1.8	0.4	1	5.8	0
 Czech Rep.	1006	36.2	36.8	15.8	7.2	1.5	0.5	1.9	0.1
 Denmark	1000	63.4	11.8	3.7	19	0.2	1.6	0.2	0
 Germany	1000	60.9	14.8	7.1	13.1	1.5	1.4	0.9	0.4
 Estonia	1004	37.2	31.3	22	4.7	0.3	1.2	2.3	1
 Greece	1004	46.1	25.1	16.5	2.7	7.3	1.6	0.8	0
 Spain	1000	47.4	30.2	14.5	1.6	3.7	1.2	1.3	0.1
 France	1000	63.7	20.1	9.4	2.6	2.3	0.7	1	0.2
 Ireland	1007	67.7	14.2	12.2	3.2	0.4	1.3	0.6	0.3
 Italy	1002	54.4	18.2	14.4	4.7	5.2	0.9	2.1	0.2
 Cyprus	504	89.2	4.6	2.8	0.3	2	0.4	0.7	0
 Latvia	1005	29	36.3	25.1	7.5	0	0.9	1.1	0.1
 Lithuania	1006	48.5	29.9	12.9	5.1	0.2	0.8	2.3	0.2
 Luxembourg	500	63.6	28.4	5.7	1.7	0	0.1	0.4	0.1
 Hungary	1003	28.2	35.3	11.6	19.1	1.2	0.2	4.1	0.3
 Malta	503	64.7	25.9	5.9	0	0.6	1	1.8	0.1
 Netherlands	1000	48.5	11	3	31.2	1.7	2.9	1.1	0.6
 Austria	1003	61.3	20.1	8	8	0.9	0.9	0.8	0.1
 Poland	1000	43	31.4	14.2	9.3	0.6	0.2	1.2	0.1
 Portugal	1001	52.9	21.9	17.7	1.6	1.1	1.4	3.1	0.3
 Romania	1002	30.3	26.5	28.9	5.2	0.5	1.5	7	0
 Slovenia	1006	68.4	10.3	12.6	6.9	0.7	0.4	0.6	0.1
 Slovakia	1003	32.3	30.9	22.9	9.5	0.5	0.6	3.3	0
 Finland	1000	61.9	12.6	10.2	12.5	0.1	2.4	0.2	0.1
 Sweden	1000	52	16.8	11.4	17.1	0.3	1.9	0.2	0.3
 United Kingdom	1000	56.7	22.1	13.4	2.2	1.2	3.5	0.6	0.3

Table 1b. Main mode of transport – *by segments*

QUESTION: D7. What is the main mode of transport that you use for your daily activities?







	Total N	% Car	% Public transport	% Walking	% Cycling	% Motorbike	% Other	% No daily / regular mobility	% DK/NA
EU27	25570	52.9	21.8	12.6	7.4	2.1	1.4	1.6	0.2
 SEX									
Male	12363	58.9	18.1	8.7	7.4	3.7	1.7	1.3	0.2
Female	13207	47.3	25.3	16.2	7.4	0.6	1.1	1.9	0.2
 AGE									
15 - 24	3488	32.9	41	10.8	8.1	5.1	1.5	0.4	0.1
25 - 39	5764	60.8	18.7	10	6.6	2.5	1	0.1	0.2
40 - 54	7310	63.5	15.4	9.8	7.6	2.1	1.1	0.4	0.2
55 +	8812	47	21.5	17.2	7.6	0.6	1.8	4	0.3
 EDUCATION (end of)									
Until 15 years of age	4216	43.4	21.6	19.2	7.3	1.8	2.4	4.1	0.2
16 - 20	11080	57.2	18.9	12.1	7.3	2	1.2	1.2	0.1
20 +	7154	62.4	17.9	9.2	7.1	1.6	0.9	0.6	0.3
Still in education	2443	26.6	46.5	10.9	9.2	4.7	1.4	0.3	0.3
 URBANISATION									
Metropolitan	4679	43.1	37.1	9.7	5.6	2.6	0.8	0.9	0.3
Urban	11196	47.7	22.9	16.1	7.8	2.2	1.5	1.7	0.2
Rural	9602	63.7	13.1	9.7	8	1.7	1.6	1.8	0.3
 OCCUPATION									
Self-employed	2384	70.6	10.5	6.6	5.8	2.3	3.8	0.2	0.2
Employee	8841	65.6	16.2	8	6.8	2.3	0.9	0.2	0.1
Manual worker	2217	56.8	19.5	11.9	6.2	3.9	1	0.7	0
Not working	12054	39.4	28.6	17.2	8.4	1.6	1.4	3.1	0.3
 TRANSPORT									
Car	13518	100	0	0	0	0	0	0	0
Public transport	5576	0	100	0	0	0	0	0	0
Other	6476	0	0	49.7	29.4	8.2	5.5	6.3	0.9

Table 2a. Replacing existing car charges with new charging schemes – *by country*

QUESTION: Q1. To what extent do you agree with replacing existing car charges such as registration and circulation taxes with charging schemes that take into account the actual use of the car such as the kilometres driven, or the use of it peak hours?

	Total N	% Disagree strongly	% Disagree	% Agree	% Agree strongly	% DK/NA
 EU27	25570	12.5	17.8	33.9	16.3	19.5
COUNTRY						
 Belgium	1004	11.7	9.5	25	35	18.8
 Bulgaria	1007	6.8	10.3	35.8	16.3	30.8
 Czech Rep.	1006	14.2	31.3	29.3	11.8	13.3
 Denmark	1000	9.7	18	39.8	17.5	14.9
 Germany	1000	17.1	17	35.9	11	19
 Estonia	1004	14.4	23.3	22.5	11.8	28
 Greece	1004	10.8	17.9	37.6	19	14.7
 Spain	1000	13	21.9	36.8	15.6	12.6
 France	1000	13.5	20.7	34.3	16.4	15.2
 Ireland	1007	17.5	22.2	30.2	16.9	13.1
 Italy	1002	5.1	9.9	40.1	27.9	17
 Cyprus	504	9.1	20.2	36.5	24	10.2
 Latvia	1005	11.6	21.1	25.9	10.6	30.8
 Lithuania	1006	19.9	25.8	16.8	3.8	33.6
 Luxembourg	500	6.4	11.5	43.4	28.3	10.4
 Hungary	1003	6.8	13.8	34.4	19.5	25.5
 Malta	503	14.7	16.6	26.5	17.5	24.7
 Netherlands	1000	8.1	13.2	41.2	22.6	14.8
 Austria	1003	17.2	18.3	31.8	15.3	17.5
 Poland	1000	7.1	19.5	33.5	11	28.9
 Portugal	1001	10.9	22.8	26.8	8	31.5
 Romania	1002	12.7	12.8	22.2	13.9	38.3
 Slovenia	1006	7.7	22	45.8	11.6	12.8
 Slovakia	1003	4.6	18.5	37.5	10.5	29
 Finland	1000	8.3	21.6	39.4	17	13.7
 Sweden	1000	14.6	17	38.7	10.4	19.2
 United Kingdom	1000	18.9	21.4	26.8	15.3	17.6

Table 2b. Replacing existing car charges with new charging schemes – *by segments*

QUESTION: Q1. To what extent do you agree with replacing existing car charges such as registration and circulation taxes with charging schemes that take into account the actual use of the car such as the kilometres driven, or the use of it peak hours?







	Total N	% Disagree strongly	% Disagree	% Agree	% Agree strongly	% DK/NA
EU27	25570	12.5	17.8	33.9	16.3	19.5
 SEX						
Male	12363	15.2	18.3	35.1	18.3	13.2
Female	13207	10.1	17.4	32.7	14.5	25.3
 AGE						
15 - 24	3488	10.2	21.9	36.7	12.3	18.9
25 - 39	5764	13.7	19.2	37.1	17	13.1
40 - 54	7310	15.4	19.5	34.7	16.3	14.2
55 +	8812	10.3	14.1	30.3	17.7	27.7
 EDUCATION (end of)						
Until 15 years of age	4216	11.4	14.5	30	14.2	29.9
16 - 20	11080	13.9	18.7	33.5	16.5	17.4
20 +	7154	13.2	17.7	35.9	19.1	14
Still in education	2443	7.8	21	38.1	12.9	20.3
 URBANISATION						
Metropolitan	4679	12.1	18	33.4	17.7	18.8
Urban	11196	11	16.8	34	17.5	20.8
Rural	9602	14.6	18.8	34.2	14.4	18
 OCCUPATION						
Self-employed	2384	18.7	20	33.2	18.8	9.3
Employee	8841	15.2	20	35.3	16.5	13
Manual worker	2217	14.1	19.4	35.5	15.5	15.5
Not working	12054	9.1	15.6	32.7	15.9	26.8
 TRANSPORT						
Car	13518	16.5	20.4	35.6	17.1	10.4
Public transport	5576	8.1	16.4	32.1	15.4	28.1
Other	6476	8	13.6	31.9	15.5	31.0

Table 3a. Compromising on a car's characteristics in order to reduce emissions:
Speed – *by country*

QUESTION: Q2_A. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics? - Speed

	Total N	% Not likely at all	% Not likely	% Likely	% Very likely	% DK/NA
 EU27	25570	7.8	11	39.1	29.1	13
COUNTRY						
 Belgium	1004	7.9	8.2	27.3	35.7	20.9
 Bulgaria	1007	5.7	11.9	35	22.6	24.7
 Czech Rep.	1006	11.1	18.4	36.8	23.1	10.5
 Denmark	1000	6.2	11.7	44	30.4	7.7
 Germany	1000	9.9	10.9	40.4	31.1	7.6
 Estonia	1004	11.7	18.5	31.2	19.7	18.9
 Greece	1004	8	3.5	41.3	41.4	5.9
 Spain	1000	6.7	13.4	45.9	26.3	7.7
 France	1000	6.9	7.5	40.6	38.8	6.2
 Ireland	1007	6.9	14.4	39.8	33.7	5.1
 Italy	1002	6.8	6.1	37	34.5	15.6
 Cyprus	504	4.6	4.1	37.5	49.1	4.7
 Latvia	1005	6	19.5	38.3	10	26.1
 Lithuania	1006	6.8	17.2	43.8	11.7	20.5
 Luxembourg	500	6.6	6.4	48	36.1	3
 Hungary	1003	5.1	11.9	34.5	26.4	22.1
 Malta	503	3.7	8.4	34.7	38.6	14.6
 Netherlands	1000	9.6	20.9	36.6	14.6	18.3
 Austria	1003	12	11.7	35.9	30.1	10.4
 Poland	1000	5.3	16.1	40.4	16.6	21.6
 Portugal	1001	7	12.5	40.6	15	24.9
 Romania	1002	10.5	6.4	28	20.1	35
 Slovenia	1006	3.8	11.6	50.6	24.8	9.2
 Slovakia	1003	7	16.6	37.6	15.1	23.7
 Finland	1000	7.6	11.8	43.9	32.1	4.6
 Sweden	1000	7.6	11	43.6	28.3	9.5
 United Kingdom	1000	7.9	11.7	38.2	31.6	10.6

Table 3b. Compromising on a car's characteristics in order to reduce emissions:
Speed – *by segments*

QUESTION: Q2_A. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics? - Speed







	Total N	% Not likely at all	% Not likely	% Likely	% Very likely	% DK/NA
EU27	25570	7.8	11	39.1	29.1	13
 SEX						
Male	12363	10	13.2	40.3	27.9	8.6
Female	13207	5.8	8.9	38	30.2	17.2
 AGE						
15 - 24	3488	9.3	15.3	44	20.6	10.9
25 - 39	5764	9	12	41.6	30.1	7.3
40 - 54	7310	7.3	10.1	41.3	32.3	9
55 +	8812	6.8	9.2	33.7	29.4	20.9
 EDUCATION (end of)						
Until 15 years of age	4216	7.4	7.9	33.1	28.1	23.5
16 - 20	11080	7.7	11.2	40.7	28.4	12
20 +	7154	7.9	12	39	34.3	6.7
Still in education	2443	8.8	11.9	45.5	21.5	12.3
 URBANISATION						
Metropolitan	4679	7.2	13.3	37.5	29.9	12.1
Urban	11196	8.3	9.7	38.9	28.7	14.4
Rural	9602	7.5	11.3	40.2	29.3	11.7
 OCCUPATION						
Self-employed	2384	9.8	13.5	39.5	32.1	5
Employee	8841	8.1	10.9	42.7	32.1	6.2
Manual worker	2217	5.9	14.5	41.4	26.1	12.2
Not working	12054	7.5	9.9	35.9	26.9	19.8
 TRANSPORT						
Car	13518	8.4	12	43	32.3	4.3
Public transport	5576	7.1	11.1	36.1	25.5	20.2
Other	6476	7.1	8.8	33.6	25.6	25

Table 4a. Compromising on a car's characteristics in order to reduce emissions: Size – *by country*

QUESTION: Q2_B. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics? - Size

	Total N	% Not likely at all	% Not likely	% Likely	% Very likely	% DK/NA
 EU27	25570	8.4	15.8	37.6	23.7	14.4
COUNTRY						
 Belgium	1004	10.1	13.3	30.1	25.8	20.7
 Bulgaria	1007	4.4	14.5	33.8	16.8	30.5
 Czech Rep.	1006	11.1	27.8	27.7	22.3	11.1
 Denmark	1000	7.9	19.3	38	26.1	8.7
 Germany	1000	7.5	17.6	40.3	25.6	9
 Estonia	1004	10	17.5	34.1	16.2	22.2
 Greece	1004	7.9	5.1	42.6	37.4	6.9
 Spain	1000	9.6	18.1	45.2	18.6	8.6
 France	1000	9.3	12.9	39.8	29.8	8.2
 Ireland	1007	8.5	18.8	41.4	24.2	7
 Italy	1002	5.3	10.4	37.2	31	16.1
 Cyprus	504	7	6.4	37.8	41.4	7.4
 Latvia	1005	5.3	19.5	40.1	9.5	25.6
 Lithuania	1006	6.5	18.1	41.2	8.3	25.9
 Luxembourg	500	8.8	17.7	39.2	29.3	5
 Hungary	1003	4.9	10.2	36.9	25.2	22.9
 Malta	503	5.4	12.1	33.1	33.4	16
 Netherlands	1000	7.9	25.1	33.9	11.7	21.4
 Austria	1003	10.3	17.4	32	28.7	11.6
 Poland	1000	5.7	17.7	39.3	12.9	24.3
 Portugal	1001	6.2	13.5	41.5	10.4	28.4
 Romania	1002	9.6	9.1	25.3	17.6	38.4
 Slovenia	1006	8	19.9	42.3	18.2	11.5
 Slovakia	1003	7.4	19.6	36.2	12.4	24.4
 Finland	1000	10.3	20.2	37.7	26.2	5.6
 Sweden	1000	8.6	16.4	36.5	29.1	9.4
 United Kingdom	1000	13.3	18.7	33.4	24.4	10.2

Table 4b. Compromising on a car's characteristics in order to reduce emissions: Size – by segments

QUESTION: Q2_B. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics? - Size







	Total N	% Not likely at all	% Not likely	% Likely	% Very likely	% DK/NA
EU27	25570	8.4	15.8	37.6	23.7	14.4
 SEX						
Male	12363	10.5	18	39.3	22.4	9.7
Female	13207	6.5	13.7	36.1	24.9	18.8
 AGE						
15 - 24	3488	9.8	16.7	40.7	21.7	11.2
25 - 39	5764	9.2	19.5	39.4	23.5	8.4
40 - 54	7310	8.4	16.9	39.5	25	10.2
55 +	8812	7.4	12	33.8	23.8	22.8
 EDUCATION (end of)						
Until 15 years of age	4216	8.6	12.2	34.1	20.8	24.4
16 - 20	11080	8.6	16.6	38	23.2	13.6
20 +	7154	8.5	17	39.4	27	8.1
Still in education	2443	7.3	16	39.9	23.8	13
 URBANISATION						
Metropolitan	4679	8.1	15.4	37.1	25.7	13.7
Urban	11196	8.6	14.8	37.2	23.8	15.5
Rural	9602	8.4	17.1	38.4	22.8	13.3
 OCCUPATION						
Self-employed	2384	11.6	20.2	36.8	24.7	6.7
Employee	8841	9.1	17.7	41.4	24.7	7.1
Manual worker	2217	7.2	17.9	39.1	22.9	13
Not working	12054	7.5	13.2	34.7	23	21.6
 TRANSPORT						
Car	13518	9.7	18.2	41.4	25.2	5.6
Public transport	5576	7.7	14.6	33.8	22.4	21.6
Other	6476	6.5	11.8	33.1	21.9	26.7

Table 5a. Compromising on a car's characteristics in order to reduce emissions: Range, the distance before having to refuel/recharge the car – *by country*

QUESTION: Q2_C. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics? – Range – the distance before having to refuel/recharge the car

	Total N	% Not likely at all	% Not likely	% Likely	% Very likely	% DK/NA
 EU27	25570	8.6	16.6	38.4	18.4	18
COUNTRY						
 Belgium	1004	9.6	15.1	26.7	24.9	23.7
 Bulgaria	1007	5.1	15.5	32.1	15.6	31.8
 Czech Rep.	1006	12.9	28.1	29.6	15.7	13.7
 Denmark	1000	8.2	21.1	39.6	17.6	13.5
 Germany	1000	8.2	19.6	38.3	19.7	14.2
 Estonia	1004	7.8	20.9	29.4	11.6	30.4
 Greece	1004	9.2	9.5	41.7	28.4	11.3
 Spain	1000	7.9	16.8	45.4	16.6	13.4
 France	1000	11.7	12.9	43.9	21	10.6
 Ireland	1007	10.1	19.9	39.7	18.8	11.5
 Italy	1002	5.1	12.6	40.8	23.8	17.7
 Cyprus	504	4.9	7.8	33.8	40.5	13
 Latvia	1005	7	17.6	33	10.3	32.2
 Lithuania	1006	6.7	23.9	32.1	5.5	31.8
 Luxembourg	500	4.9	15.9	48.5	22.4	8.4
 Hungary	1003	5.3	16.4	31.7	20.5	26
 Malta	503	7.8	11.6	35.2	24.3	21.2
 Netherlands	1000	8.1	23.6	32.1	11.8	24.4
 Austria	1003	11.9	18.8	32.4	20.3	16.7
 Poland	1000	4.5	16.3	41.4	10.8	26.9
 Portugal	1001	5.3	11.3	42.1	9.5	31.7
 Romania	1002	9.2	11.6	23.6	13.7	42
 Slovenia	1006	6.7	17.6	43	16.8	16
 Slovakia	1003	7.3	18.7	32.7	12.2	29.1
 Finland	1000	14.8	25.8	34.9	15.5	9
 Sweden	1000	11.1	18	40.5	15.5	14.8
 United Kingdom	1000	11.9	18.6	36.4	19.1	14

Table 5b. Compromising on a car's characteristics in order to reduce emissions: Range, the distance before having to refuel/recharge the car – *by segments*

QUESTION: Q2_C. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics? - Range – the distance before having to refuel/recharge the car







	Total N	% Not likely at all	% Not likely	% Likely	% Very likely	% DK/NA
EU27	25570	8.6	16.6	38.4	18.4	18
 SEX						
Male	12363	10.8	18.8	39.4	19	12
Female	13207	6.5	14.5	37.5	17.8	23.7
 AGE						
15 - 24	3488	8.3	21.3	42.6	14.8	13.1
25 - 39	5764	8.5	18.8	42.3	20.3	10.1
40 - 54	7310	8.6	17.6	41	19.8	13.1
55 +	8812	8.8	12.7	32.2	17.4	28.9
 EDUCATION (end of)						
Until 15 years of age	4216	7.9	12.3	32.1	17	30.6
16 - 20	11080	8.6	16.2	39.9	18.2	17
20 +	7154	8.9	19.6	39.5	21.1	11
Still in education	2443	8.2	18.8	41.8	16.3	14.8
 URBANISATION						
Metropolitan	4679	8.7	18.3	37.7	19.2	16.1
Urban	11196	8.3	15.4	39.3	17.6	19.4
Rural	9602	8.9	17.2	37.7	19	17.2
 OCCUPATION						
Self-employed	2384	12.2	20.2	38.6	20.5	8.6
Employee	8841	8.6	18.7	42.5	20.2	10
Manual worker	2217	7.2	16.4	40.5	20.2	15.7
Not working	12054	8.1	14.5	34.8	16.4	26.2
 TRANSPORT						
Car	13518	9.8	19.2	42.3	20.4	8.2
Public transport	5576	8	14.8	35.6	15.4	26.2
Other	6476	6.5	12.8	32.6	16.8	31.3

Table 6a Compromising on a car's characteristics in order to reduce emissions: Price when purchasing the car – *by country*

QUESTION: Q2_D. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics? - Cost when purchasing the car

	Total N	% Not likely at all	% Not likely	% Likely	% Very likely	% DK/NA
 EU27	25570	10.7	18.3	36	16.9	18.1
COUNTRY						
 Belgium	1004	11.1	14.9	28.8	21.5	23.6
 Bulgaria	1007	6.9	13.8	33.7	14.9	30.7
 Czech Rep.	1006	16.6	28.9	25	16.5	13
 Denmark	1000	10.1	23.9	38.6	16.1	11.3
 Germany	1000	8.4	18.7	41.5	16.9	14.5
 Estonia	1004	11.8	16.4	31.4	12.9	27.5
 Greece	1004	16.3	12	37.9	24.6	9.2
 Spain	1000	12.6	23	39.1	12.6	12.7
 France	1000	19.1	22.3	31.7	15	11.9
 Ireland	1007	9.3	20.4	39.4	22.3	8.6
 Italy	1002	7	12.7	38.7	22.7	18.8
 Cyprus	504	7.8	9.2	35.2	38.5	9.3
 Latvia	1005	8.7	19.6	31	10.1	30.6
 Lithuania	1006	6.4	19.7	39.1	8.2	26.6
 Luxembourg	500	9.2	15.7	44.9	22.7	7.4
 Hungary	1003	5.6	12.9	31.6	23.4	26.5
 Malta	503	8.7	15.9	30.2	26.9	18.3
 Netherlands	1000	8.5	21.1	35.7	10.5	24.3
 Austria	1003	10.9	18.4	37.9	18.4	14.4
 Poland	1000	7.6	20.4	34.4	10	27.6
 Portugal	1001	6.9	12.5	36.3	10.8	33.5
 Romania	1002	9.7	8.1	22.8	19.5	39.9
 Slovenia	1006	9.1	14.7	43.6	18.4	14.2
 Slovakia	1003	7.7	17.5	32.9	10.9	31
 Finland	1000	11.1	19.4	40.4	21.5	7.7
 Sweden	1000	11.5	16.9	43.3	14.2	14.2
 United Kingdom	1000	10.7	19.7	35.6	19.6	14.4

Table 6b. Compromising on a car's characteristics in order to reduce emissions: Price when purchasing the car – *by segments*

QUESTION: Q2_D. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics? - Cost when purchasing the car







	Total N	% Not likely at all	% Not likely	% Likely	% Very likely	% DK/NA
EU27	25570	10.7	18.3	36	16.9	18.1
 SEX						
Male	12363	12.1	20	38.1	17.3	12.5
Female	13207	9.3	16.8	34.1	16.5	23.4
 AGE						
15 - 24	3488	9.6	21.4	41.4	13.9	13.7
25 - 39	5764	9.6	21.3	38.7	19	11.4
40 - 54	7310	12	19.1	38.7	17.3	12.9
55 +	8812	10.6	14.7	30.1	16.4	28.3
 EDUCATION (end of)						
Until 15 years of age	4216	11.6	14.5	28.7	15.5	29.7
16 - 20	11080	10.7	17.8	36.8	17.6	17.2
20 +	7154	10.9	20.8	39	18.3	11
Still in education	2443	8.7	22	39.3	14	16
 URBANISATION						
Metropolitan	4679	9.2	20.6	36.4	17.1	16.6
Urban	11196	10.5	17.1	36.4	16.8	19.2
Rural	9602	11.6	18.5	35.4	16.9	17.6
 OCCUPATION						
Self-employed	2384	13.3	19.9	41	16.4	9.4
Employee	8841	11.5	20.4	40	18.2	9.9
Manual worker	2217	9.2	18.1	37.8	20.3	14.6
Not working	12054	9.8	16.5	31.8	15.3	26.5
 TRANSPORT						
Car	13518	11.9	20.3	40.8	18.5	8.5
Public transport	5576	10.2	17.5	31.0	14.4	26.9
Other	6476	8.3	15	30.4	15.7	30.6

Table 7a. Compromising on a car's characteristics in order to reduce emissions: Other – by country

QUESTION: Q2_E. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics? – Other

	Total N	% Not likely at all	% Not likely	% Likely	% Very likely	% DK/NA
 EU27	25570	1.1	0.6	3.5	4.6	90.2
COUNTRY						
 Belgium	1004	1.4	1.4	1.2	1.5	94.5
 Bulgaria	1007	1.6	2.2	6.2	4.3	85.7
 Czech Rep.	1006	0.1	0	0.8	0.4	98.7
 Denmark	1000	1.4	0.5	5.9	3.5	88.7
 Germany	1000	1.7	0.5	6.4	8.1	83.3
 Estonia	1004	1.3	2.7	3.5	1.3	91.2
 Greece	1004	0.1	0	0	2.1	97.9
 Spain	1000	1.2	0.7	2.7	4	91.4
 France	1000	1.2	0.2	6.1	9.8	82.7
 Ireland	1007	0.3	0.2	3.2	3	93.3
 Italy	1002	0	0.6	0.2	0.4	98.7
 Cyprus	504	0.1	0	0.7	7.7	91.5
 Latvia	1005	0.2	0.2	1.2	0.9	97.4
 Lithuania	1006	0.2	0.2	3.1	2.1	94.4
 Luxembourg	500	1.4	0.1	4.6	3.3	90.6
 Hungary	1003	0.8	0.4	0.2	3.4	95.2
 Malta	503	0	0.2	2.3	3.2	94.3
 Netherlands	1000	1.6	0.5	2.6	1.7	93.6
 Austria	1003	1.7	0.8	2.5	9.8	85.2
 Poland	1000	0.4	0.7	4.4	2.9	91.6
 Portugal	1001	0.1	0.2	1.6	1.5	96.7
 Romania	1002	3.4	0.9	1.5	2	92.2
 Slovenia	1006	0.1	0	1.9	2.2	95.8
 Slovakia	1003	0.9	0.3	1.6	1.5	95.7
 Finland	1000	5.8	0.9	5.1	4.1	84
 Sweden	1000	1.4	0.4	5	5.6	87.5
 United Kingdom	1000	0.7	0.6	3.2	4.4	91.1

Table 7b. Compromising on a car's characteristics in order to reduce emissions: Other – by segments

QUESTION: Q2_E. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions. How likely would you say, are you to compromise on the following characteristics? – Other







	Total N	% Not likely at all	% Not likely	% Likely	% Very likely	% DK/NA
EU27	25570	1.1	0.6	3.5	4.6	90.2
 SEX						
Male	12363	1.3	0.8	3.5	5.3	89.1
Female	13207	0.9	0.3	3.5	3.9	91.3
 AGE						
15 - 24	3488	0.7	1.1	3.8	2.4	92
25 - 39	5764	0.8	0.5	4.2	4.4	90.1
40 - 54	7310	1.2	0.4	4	5.4	89
55 +	8812	1.4	0.5	2.6	4.8	90.7
 EDUCATION (end of)						
Until 15 years of age	4216	0.9	0.6	1.5	2.7	94.4
16 - 20	11080	1	0.7	3.5	4.3	90.6
20 +	7154	1.5	0.4	5.1	7.1	86
Still in education	2443	0.8	0.6	3	2.6	93.1
 URBANISATION						
Metropolitan	4679	0.9	1.1	4	4.5	89.5
Urban	11196	1.4	0.4	3.3	3.8	91.1
Rural	9602	0.8	0.5	3.6	5.5	89.6
 OCCUPATION						
Self-employed	2384	1.3	1	3.1	7	87.6
Employee	8841	1.3	0.5	5.1	5	88.2
Manual worker	2217	0.9	0.4	3.2	4.6	91
Not working	12054	1	0.5	2.6	3.8	92.2
 TRANSPORT						
Car	13518	1.2	0.5	4.4	5.8	88.1
Public transport	5576	0.9	0.7	2.3	3.2	92.8
Other	6476	1	0.5	2.7	3.2	92.5

Table 8a. Reason for not using public transport: Lack of reliability – *by country*

QUESTION: Q3_A. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? - Lack of reliability

Base: those who use a car as a main mode of transport

	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
 EU27	13518	31.7	21.7	14.8	24.7	7.1
COUNTRY						
 Belgium	615	25.7	21.1	18.8	21	13.4
 Bulgaria	329	30.4	30.1	14.5	15.2	9.8
 Czech Rep.	364	49.2	14.5	15.8	15.2	5.3
 Denmark	634	26.3	22	14.2	31.1	6.4
 Germany	609	36.1	16.3	15.9	26	5.7
 Estonia	373	18.8	22.9	27.8	24.2	6.3
 Greece	463	43.6	20.1	9	24.5	2.8
 Spain	474	24	24.7	21.8	26.7	2.7
 France	637	15.2	17.9	13.4	37.8	15.6
 Ireland	682	46.4	15.6	9.6	18.2	10.2
 Italy	545	32.1	29.9	17.1	18	2.9
 Cyprus	449	46.4	18.9	9.9	22.9	2
 Latvia	292	16.1	20.7	20.1	40.5	2.6
 Lithuania	488	11.1	20.9	23.4	29.8	14.9
 Luxembourg	318	30.4	25.5	18.8	23	2.2
 Hungary	283	19.6	24.2	24.4	21.7	10
 Malta	325	39.1	24.7	21.1	9.5	5.6
 Netherlands	485	30.6	21.1	17	23.4	7.9
 Austria	614	26.6	13.7	17.1	31.3	11.3
 Poland	430	44	30.3	12.9	9.3	3.4
 Portugal	529	23.8	19.5	19.8	24.9	11.9
 Romania	304	31.8	20.9	6.8	29.3	11.2
 Slovenia	688	30	25.8	14.9	24.1	5.2
 Slovakia	324	21.4	21.8	27.5	28.4	0.9
 Finland	619	18.9	23.3	10.9	43.6	3.3
 Sweden	520	24	20.9	15	27	13
 United Kingdom	567	46.5	22.9	7.8	18.3	4.5

Table 8b. Reason for not using public transport: Lack of reliability – *by segments*

QUESTION: Q3_A. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? - Lack of reliability

Base: those who use a car as a main mode of transport







	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
EU27	13518	31.7	21.7	14.8	24.7	7.1
 SEX						
Male	7276	30.4	21.6	16.1	25	6.9
Female	6242	33.2	21.9	13.3	24.3	7.3
 AGE						
15 - 24	1146	29.7	25.2	13.4	28.1	3.7
25 - 39	3504	32.3	24.9	16.4	21.8	4.6
40 - 54	4643	34.5	21.1	15.2	22.2	7
55 +	4138	28.5	19	13.6	29.1	9.8
 EDUCATION (end of)						
Until 15 years of age	1829	30.5	21.4	15.2	25.2	7.7
16 - 20	6340	32.9	21.3	14.8	23.2	7.8
20 +	4466	31.4	22.2	14.3	26.3	5.8
Still in education	649	28.6	23.6	16.6	27.3	3.9
 URBANISATION						
Metropolitan	2015	32.9	25.1	16.1	22.7	3.2
Urban	5341	33.3	22.3	15.2	23.8	5.5
Rural	6120	30	20	14.2	26	9.9
 OCCUPATION						
Self-employed	1685	31.5	21.6	15.9	23.7	7.4
Employee	5804	35.6	22.4	13.6	22.5	5.8
Manual worker	1258	32.2	19.9	15.8	24.7	7.4
Not working	4747	26.9	21.4	15.7	27.6	8.5
 TRANSPORT						
Car	13518	31.7	21.7	14.8	24.7	7.1
Public transport	0	0	0	0	0	0
Other	0	0	0	0	0	0

Table 9a. Reason for not using public transport: Lack of connections – *by country*

QUESTION: Q3_B. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? - Lack of connections

Base: those who use a car as a main mode of transport









	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
 EU27	13518	48.5	23.3	9.1	13	6
COUNTRY						
 Belgium	615	44.2	20.6	10.2	12	13
 Bulgaria	329	36.8	32.5	14.6	8.2	8
 Czech Rep.	364	49.3	26.2	6.1	14.1	4.4
 Denmark	634	46	19.4	10.9	18.7	5
 Germany	609	57.9	17.8	9.5	11.5	3.3
 Estonia	373	40	26.2	15.2	12.1	6.5
 Greece	463	59.8	17.3	5.1	13.3	4.5
 Spain	474	46.8	27.1	11.3	12.3	2.5
 France	637	38.8	22.1	7.1	18.9	13.1
 Ireland	682	55.8	15.1	7.4	13	8.6
 Italy	545	47.4	32.6	8.3	8.9	2.8
 Cyprus	449	65.5	20.6	6	5	2.9
 Latvia	292	22.3	29.8	8	37.5	2.5
 Lithuania	488	23.8	26.9	15.9	21.6	11.8
 Luxembourg	318	42.8	28.6	11.6	13.4	3.5
 Hungary	283	41.1	26.7	9.9	13.2	9.1
 Malta	325	41	25	15.8	9.9	8.4
 Netherlands	485	49.2	24	8.1	10.4	8.4
 Austria	614	53.5	20.5	6.5	11.6	7.9
 Poland	430	50.6	31.9	8.9	6	2.6
 Portugal	529	38.5	21.9	15	15.5	9.1
 Romania	304	38	22.4	6.3	22.6	10.7
 Slovenia	688	57.3	20.5	7.8	10.6	3.8
 Slovakia	324	29.9	24.8	24.7	19.2	1.4
 Finland	619	57.5	18.6	5.3	16.4	2.2
 Sweden	520	49.2	19.2	10.2	12.8	8.6
 United Kingdom	567	50.9	20	10	13.5	5.6

Table 9b. Reason for not using public transport: Lack of connections – *by segments*

QUESTION: Q3_B. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? - Lack of connections

Base: those who use a car as a main mode of transport







	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
EU27	13518	48.5	23.3	9.1	13	6
 SEX						
Male	7276	47.1	23.4	10.3	13	6.1
Female	6242	50.1	23.1	7.8	13	6
 AGE						
15 - 24	1146	42.6	26.4	12.6	14.3	4.1
25 - 39	3504	48.7	26.1	9.1	12.1	3.9
40 - 54	4643	54.8	21.8	8.1	9.6	5.7
55 +	4138	43	21.9	9.2	17.3	8.6
 EDUCATION (end of)						
Until 15 years of age	1829	43.7	23.4	9.9	15.3	7.6
16 - 20	6340	49.5	21.9	9.5	12.7	6.3
20 +	4466	50.6	24.8	7.6	12.1	4.9
Still in education	649	42.1	24.7	13.3	15.9	4
 URBANISATION						
Metropolitan	2015	45.1	28	11.2	12.6	3.1
Urban	5341	45.2	23.6	10.3	15.6	5.2
Rural	6120	52.7	21.3	7.4	10.8	7.7
 OCCUPATION						
Self-employed	1685	49.7	22.8	8.2	12.2	7.2
Employee	5804	53	23.4	7.9	10.8	4.9
Manual worker	1258	51.7	20.9	8.2	13	6.3
Not working	4747	42	23.9	11.2	16.1	6.9
 TRANSPORT						
Car	13518	48.5	23.3	9.1	13	6
Public transport	0	0	0	0	0	0
Other	0	0	0	0	0	0

Table 10a. Reason for not using public transport: Lack of information on schedules – *by country*

QUESTION: Q3_C. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? - Lack of information on schedules

Base: those who use a car as a main mode of transport

	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
 EU27	13518	25.7	22.7	19.5	24.7	7.4
COUNTRY						
 Belgium	615	21.1	20.3	20.6	23.7	14.4
 Bulgaria	329	37.8	28.1	14.6	10.5	8.9
 Czech Rep.	364	19.1	24	20.7	30.4	5.9
 Denmark	634	13.7	14.3	25.8	39.3	6.8
 Germany	609	24.3	17.6	26.3	26.6	5.2
 Estonia	373	19.8	15.6	31.3	24.7	8.6
 Greece	463	52.6	19.8	7.5	16.1	4
 Spain	474	27.3	30.6	18.4	20.9	2.8
 France	637	15.6	16.4	15.8	36	16.2
 Ireland	682	37	15.9	18.2	20.6	8.3
 Italy	545	28.3	35.3	16.7	16.7	2.9
 Cyprus	449	62.6	23.6	2.7	8.9	2.3
 Latvia	292	12.9	15.8	24	44.3	3.1
 Lithuania	488	12.7	20.4	22.4	32.9	11.6
 Luxembourg	318	23.3	17.8	25.2	30.6	3.1
 Hungary	283	17.7	19.5	24.2	29.6	9.1
 Malta	325	38.6	27.2	16.6	8.7	8.9
 Netherlands	485	19.3	15.7	25.1	29.5	10.4
 Austria	614	14.3	14.8	21.4	39.6	9.9
 Poland	430	31.8	34.3	19.7	9.9	4.2
 Portugal	529	23.4	23.1	19.5	22.5	11.6
 Romania	304	28.8	17	15.3	30.7	8.3
 Slovenia	688	19.6	24.8	22.1	28.4	5
 Slovakia	324	14	16.7	28.8	38.9	1.6
 Finland	619	19.8	20.1	14.3	42.3	3.5
 Sweden	520	14.7	15.9	19.9	35.7	13.8
 United Kingdom	567	36.4	22.2	17	17.7	6.7

Table 10b. Reason for not using public transport: Lack of information on schedules – by segments

QUESTION: Q3_C. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? - Lack of information on schedules

Base: those who use a car as a main mode of transport







	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
EU27	13518	25.7	22.7	19.5	24.7	7.4
 SEX						
Male	7276	23.8	23.4	19.7	25.4	7.7
Female	6242	28	21.8	19.3	23.8	7.2
 AGE						
15 - 24	1146	25.6	24.5	18.7	27	4.2
25 - 39	3504	26	23	21.6	24.3	5
40 - 54	4643	27.2	23.9	20.5	21.6	6.8
55 +	4138	23.7	20.5	17.1	28	10.7
 EDUCATION (end of)						
Until 15 years of age	1829	29	26.8	14.8	20.4	9
16 - 20	6340	27.1	22.4	18.9	23.8	7.8
20 +	4466	22.2	21	22.8	27.5	6.5
Still in education	649	28.2	24	17.3	27	3.6
 URBANISATION						
Metropolitan	2015	22.3	23.9	23.6	26.4	3.8
Urban	5341	27.9	23.4	18.7	24.1	5.9
Rural	6120	25	21.5	18.9	24.5	10
 OCCUPATION						
Self-employed	1685	27.6	22.2	18.2	23.2	8.8
Employee	5804	24.9	22	22.6	24.4	6
Manual worker	1258	28.9	24.6	16.1	22.7	7.8
Not working	4747	25.1	23.1	17.2	26.1	8.5
 TRANSPORT						
Car	13518	25.7	22.7	19.5	24.7	7.4
Public transport	0	0	0	0	0	0
Other	0	0	0	0	0	0

Table 11a. Reason for not using public transport: Low frequency of service – *by country*

QUESTION: Q3_D. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? – Low frequency of service

Base: those who use a car as a main mode of transport


	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
 EU27	13518	39.5	23.9	13.7	14.9	7.9
COUNTRY						
 Belgium	615	27.3	24.5	14.2	18	16
 Bulgaria	329	49.6	24.6	8.6	5.7	11.4
 Czech Rep.	364	51.2	20.5	7.1	15.5	5.7
 Denmark	634	22.2	21.8	17.6	26.6	11.8
 Germany	609	32.4	18.5	22.2	17.2	9.7
 Estonia	373	35.2	28.4	14.5	13.5	8.5
 Greece	463	64.7	17.3	3	10.5	4.4
 Spain	474	42.6	25.3	16.6	12.9	2.6
 France	637	38.6	19.3	11	18.5	12.6
 Ireland	682	51.1	15.6	8.9	15	9.4
 Italy	545	37.9	38.3	10	11.1	2.7
 Cyprus	449	68	20.6	2.9	5.3	3.4
 Latvia	292	26.8	21.9	17.7	31.1	2.5
 Lithuania	488	30.4	29.4	9.6	19.3	11.3
 Luxembourg	318	30.2	26.8	18.4	17	7.5
 Hungary	283	34.7	28	13.6	13.6	10.2
 Malta	325	40.9	24.6	17.3	7.3	10
 Netherlands	485	26.2	22.2	21	17.4	13.2
 Austria	614	39	20.8	12.1	16.9	11.2
 Poland	430	43.4	34.4	10.7	6.2	5.2
 Portugal	529	34.3	23.1	14.5	17.4	10.8
 Romania	304	36.5	18.1	9.5	25.5	10.5
 Slovenia	688	32.7	30.5	13.4	15.5	7.8
 Slovakia	324	28.3	32.5	15.3	23.1	0.9
 Finland	619	39	26.2	9.2	22.1	3.5
 Sweden	520	37.2	23	14.1	14.9	10.8
 United Kingdom	567	52.8	19.7	9.9	11.7	5.7

Table 11b. Reason for not using public transport: Low frequency of service – *by segments*

QUESTION: Q3_D. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? – Low frequency of service

Base: those who use a car as a main mode of transport







	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
EU27	13518	39.5	23.9	13.7	14.9	7.9
 SEX						
Male	7276	37.3	24.9	14.7	15.3	7.9
Female	6242	42.2	22.7	12.6	14.6	8
 AGE						
15 - 24	1146	33.6	26.7	17.3	17.5	4.9
25 - 39	3504	40.7	25.9	15.6	13.2	4.6
40 - 54	4643	43.1	23.3	13	12.8	7.8
55 +	4138	36.2	21.9	12.1	18.5	11.4
 EDUCATION (end of)						
Until 15 years of age	1829	36.4	25.1	11.9	15.2	11.4
16 - 20	6340	40.9	22.2	13.6	15.2	8.2
20 +	4466	40.2	25.4	14.1	14.1	6.1
Still in education	649	35.6	27	15	17.2	5.2
 URBANISATION						
Metropolitan	2015	35.9	24.9	16.6	16.9	5.7
Urban	5341	37.7	26.1	13.7	16	6.6
Rural	6120	42.5	21.5	12.8	13.3	9.9
 OCCUPATION						
Self-employed	1685	38.8	24.2	14.5	14	8.4
Employee	5804	43.4	23.3	14	13.2	6.2
Manual worker	1258	37.7	23.7	13.1	16.2	9.5
Not working	4747	35.7	24.5	13.3	17.1	9.4
 TRANSPORT						
Car	13518	39.5	23.9	13.7	14.9	7.9
Public transport	0	0	0	0	0	0
Other	0	0	0	0	0	0

Table 12a. Reason for not using public transport: Security concerns – *by country*

QUESTION: Q3_E. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? – Security concerns

Base: those who use a car as a main mode of transport




	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
 EU27	13518	21.8	18	22.1	30.7	7.4
COUNTRY						
 Belgium	615	20.5	15.2	20.7	28.2	15.4
 Bulgaria	329	36.9	32.6	13.6	10.3	6.5
 Czech Rep.	364	22.5	18.4	21.4	32.5	5.2
 Denmark	634	20.3	14	19.8	35.1	10.9
 Germany	609	19.7	12	30.1	33.8	4.4
 Estonia	373	22.5	21.5	24.6	24.3	7.1
 Greece	463	37.6	15	13.7	29.7	3.9
 Spain	474	25.6	23.2	22.3	26.7	2.2
 France	637	15.2	14.1	13.8	40.7	16.2
 Ireland	682	29.3	12.4	22	28.7	7.7
 Italy	545	15.7	28.4	24.6	26.5	4.8
 Cyprus	449	32.1	17.8	16.9	32.4	0.8
 Latvia	292	11.2	18.3	26	41.7	2.8
 Lithuania	488	16.6	21.9	20.9	27.1	13.4
 Luxembourg	318	21.4	14	27.8	35.1	1.7
 Hungary	283	18.5	22.4	19.6	29.7	9.8
 Malta	325	27.3	22	27.1	16.8	6.8
 Netherlands	485	27.2	16.3	22.1	25.2	9.1
 Austria	614	13.3	10.2	18.2	48.6	9.7
 Poland	430	25.1	23.9	29.1	17.1	4.7
 Portugal	529	22.9	23.7	16.9	24.2	12.4
 Romania	304	35	14.3	10.5	29.8	10.5
 Slovenia	688	24.4	18.6	22.7	29.6	4.7
 Slovakia	324	9.6	17.4	35	35.2	2.9
 Finland	619	18.1	15.7	12.7	50.7	2.9
 Sweden	520	9.6	8.5	24.1	47.9	9.9
 United Kingdom	567	31.1	18.3	19.8	24.8	6.1

Table 12b. Reason for not using public transport: Security concerns – *by segments*

QUESTION: Q3_E. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? – Security concerns

Base: those who use a car as a main mode of transport







	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
EU27	13518	21.8	18	22.1	30.7	7.4
 SEX						
Male	7276	19.4	18.1	22.9	32.2	7.4
Female	6242	24.7	17.9	21.1	28.9	7.5
 AGE						
15 - 24	1146	18.3	19.1	27.2	30.4	5
25 - 39	3504	21.6	18.7	23.4	30.8	5.5
40 - 54	4643	22.4	18.1	23.4	29.2	6.9
55 +	4138	22.2	17.1	18.2	32.6	9.9
 EDUCATION (end of)						
Until 15 years of age	1829	27	18.3	18.9	26.6	9.2
16 - 20	6340	23.2	17.9	21.8	29.6	7.5
20 +	4466	18.3	17.1	24.3	34	6.3
Still in education	649	18.8	22.7	21.2	31.6	5.8
 URBANISATION						
Metropolitan	2015	20.9	18.5	24.8	32.1	3.7
Urban	5341	21.6	19.9	21.4	30.3	6.8
Rural	6120	22.1	16.2	21.8	30.7	9.3
 OCCUPATION						
Self-employed	1685	20.4	16.3	23.5	31.8	8
Employee	5804	21.9	17.7	23.6	30.7	6.1
Manual worker	1258	21.4	20	19.7	30.7	8.1
Not working	4747	22.4	18.3	20.3	30.3	8.6
 TRANSPORT						
Car	13518	21.8	18	22.1	30.7	7.4
Public transport	0	0	0	0	0	0
Other	0	0	0	0	0	0

Table 13a. Reason for not using public transport: Too expensive – *by country*

QUESTION: Q3_F. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? – Too expensive

Base: those who use a car as a main mode of transport




	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
 EU27	13518	25.5	24.4	18.3	22.1	9.7
COUNTRY						
 Belgium	615	16.6	16.2	22.1	28.1	17.1
 Bulgaria	329	32	32.6	16.1	11.4	8
 Czech Rep.	364	26.9	30.4	20.7	15.9	6
 Denmark	634	27.2	24.4	17.1	22.2	9.1
 Germany	609	32.7	27.2	16.1	16.4	7.6
 Estonia	373	27.2	24.8	23.4	15.7	9
 Greece	463	37	18.1	14.6	25	5.2
 Spain	474	25.1	28	24.5	19.6	2.8
 France	637	12.3	17.9	15.1	35.3	19.4
 Ireland	682	28.6	22.9	16.5	21.8	10.2
 Italy	545	14.6	28.1	25	25	7.2
 Cyprus	449	23	14.1	19.6	33.4	10
 Latvia	292	19.9	27.1	24.4	22.5	6.1
 Lithuania	488	18.6	25.5	18.9	21.5	15.5
 Luxembourg	318	12.9	14.1	34.7	35	3.3
 Hungary	283	39.5	22.2	13.1	14.8	10.4
 Malta	325	10.6	21.7	30.8	21	15.8
 Netherlands	485	36.3	24.8	11.8	15.5	11.6
 Austria	614	18.5	21.9	16.7	30.1	12.8
 Poland	430	21.9	33.2	26	12.2	6.8
 Portugal	529	25.1	21.1	16.8	20.8	16.3
 Romania	304	22.2	19.3	19.8	28.4	10.1
 Slovenia	688	25.9	26.4	18.2	20.3	9.1
 Slovakia	324	16.2	30.5	25.5	26.5	1.3
 Finland	619	18	25.2	14.6	38.1	4.1
 Sweden	520	19.6	18.9	21.4	27.2	13
 United Kingdom	567	41.7	21.6	12.3	16.6	7.8

Table 13b. Reason for not using public transport: Too expensive – *by segments*

QUESTION: Q3_F. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? – Too expensive

Base: those who use a car as a main mode of transport







	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
EU27	13518	25.5	24.4	18.3	22.1	9.7
 SEX						
Male	7276	23.5	24.5	18.8	23.7	9.5
Female	6242	27.7	24.4	17.7	20.3	9.9
 AGE						
15 - 24	1146	27.8	27.3	18.7	19.9	6.3
25 - 39	3504	25.1	26.5	20.5	21.6	6.2
40 - 54	4643	27.4	25.8	16.7	20.7	9.4
55 +	4138	23.1	20.3	18.2	24.8	13.6
 EDUCATION (end of)						
Until 15 years of age	1829	28.9	20.7	16	22.2	12.2
16 - 20	6340	25.4	25.3	18.3	21.1	10
20 +	4466	23.6	24.5	20.1	24	7.8
Still in education	649	29.1	27.3	14.2	22.6	6.7
 URBANISATION						
Metropolitan	2015	23.8	27.9	20.7	21.8	5.8
Urban	5341	26.4	23.4	19.3	22.4	8.5
Rural	6120	25.2	24	16.7	22.1	12.1
 OCCUPATION						
Self-employed	1685	22.8	24.6	19	24.2	9.4
Employee	5804	27.1	25.6	18.8	20.4	8
Manual worker	1258	26.9	23.7	16.9	21.8	10.7
Not working	4747	24	23	17.7	23.6	11.7
 TRANSPORT						
Car	13518	25.5	24.4	18.3	22.1	9.7
Public transport	0	0	0	0	0	0
Other	0	0	0	0	0	0

Table 14a. Reason for not using public transport: Not as convenient as a car – *by country*

QUESTION: Q3_G. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? – Not as convenient as a car

Base: those who use a car as a main mode of transport




	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
 EU27	13518	47.9	22.8	13.2	10.4	5.7
COUNTRY						
 Belgium	615	57.2	18.9	6.4	5	12.5
 Bulgaria	329	69.8	16.6	3.4	4.7	5.5
 Czech Rep.	364	57.2	18.8	11.6	5.5	6.9
 Denmark	634	32.5	24.7	17.8	18.6	6.3
 Germany	609	35.6	25	22	14.7	2.7
 Estonia	373	51.1	23.8	10.1	6.7	8.2
 Greece	463	54.1	20.9	11.3	9.9	3.8
 Spain	474	34.4	20.7	25.8	15.8	3.3
 France	637	55.8	19	7.1	8.3	9.7
 Ireland	682	63	14.6	4.8	10.6	7
 Italy	545	49	29.4	9.8	5.9	5.9
 Cyprus	449	48.6	28.9	11.1	9.5	1.9
 Latvia	292	64.1	23.6	4.7	4.4	3.3
 Lithuania	488	64.4	19.3	3.9	5.7	6.7
 Luxembourg	318	51	22.9	15.4	8.5	2.2
 Hungary	283	38.5	27.6	14.7	12.4	6.9
 Malta	325	74.6	13.1	7.3	1.5	3.5
 Netherlands	485	59.3	20.7	6	4.4	9.6
 Austria	614	31.2	21.4	18.9	19.3	9.3
 Poland	430	47.1	29.6	13.9	5.6	3.8
 Portugal	529	23.2	25	18.9	19.6	13.3
 Romania	304	48.8	28	6.8	9.1	7.4
 Slovenia	688	48.9	28.1	12.6	5.3	5.1
 Slovakia	324	51.7	29.9	5	12.7	0.7
 Finland	619	29.3	25.6	16.3	26.1	2.8
 Sweden	520	27.3	22	19.8	21.2	9.6
 United Kingdom	567	67.5	16.5	5.6	6.8	3.7

Table 14b. Reason for not using public transport: Not as convenient as a car – *by segments*

QUESTION: Q3_G. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system? – Not as convenient as a car

Base: those who use a car as a main mode of transport







	Total N	% Very important	% Rather important	% Rather unimportant	% Not important at all	% DK/NA
EU27	13518	47.9	22.8	13.2	10.4	5.7
 SEX						
Male	7276	45.5	23.6	13.7	11.1	6
Female	6242	50.6	22	12.6	9.5	5.4
 AGE						
15 - 24	1146	50.5	24.4	15	8.2	1.9
25 - 39	3504	50.7	23.4	12.9	9.2	3.9
40 - 54	4643	45.7	23.1	14.8	10.6	5.8
55 +	4138	46.9	21.9	11.3	11.7	8.2
 EDUCATION (end of)						
Until 15 years of age	1829	44.9	24.2	13.4	10.4	7.2
16 - 20	6340	50	21.6	12	10.8	5.6
20 +	4466	46.4	24.2	14.4	9.7	5.4
Still in education	649	50.6	21.9	14.7	11.2	1.5
 URBANISATION						
Metropolitan	2015	47.4	26.9	14.4	8.6	2.7
Urban	5341	52.1	21.9	12.2	8.7	5.1
Rural	6120	44.2	22.4	13.7	12.5	7.2
 OCCUPATION						
Self-employed	1685	45.2	24.6	12.5	10.9	6.8
Employee	5804	48.6	22	14.8	10	4.6
Manual worker	1258	47.6	23.3	13.2	9.9	6.1
Not working	4747	48.1	23.2	11.5	10.8	6.5
 TRANSPORT						
Car	13518	47.9	22.8	13.2	10.4	5.7
Public transport	0	0	0	0	0	0
Other	0	0	0	0	0	0

Table 15a. Would respondents consider using public transport more frequently if it would be possible to buy a single ticket covering all possible transport modes? – *by country*

QUESTION: Q4. Would you consider using public transport more frequently if it were possible to buy a single ticket covering all possible transport modes (such as bus, train or tram) for your journey?





























	Total N	% Yes, definitely	% Yes, maybe	% No	% DK/NA
 EU27	25570	50.1	20.8	24.5	4.6
COUNTRY					
 Belgium	1004	40.1	17.3	36	6.6
 Bulgaria	1007	36.2	24.9	29.6	9.3
 Czech Rep.	1006	35	23.2	36.6	5.2
 Denmark	1000	37.6	21.6	38.9	1.8
 Germany	1000	49.9	23.1	25.1	1.9
 Estonia	1004	38.8	24.6	29.1	7.6
 Greece	1004	72.7	11.2	13	3.1
 Spain	1000	70.1	14.2	14.5	1.3
 France	1000	56.8	15.6	24.6	3.1
 Ireland	1007	57.9	15.9	21.2	5
 Italy	1002	51.9	26.3	16.4	5.3
 Cyprus	504	63.5	21.7	13	1.8
 Latvia	1005	30.7	25.3	37.7	6.3
 Lithuania	1006	35.1	22.4	31.8	10.7
 Luxembourg	500	60.9	19.1	17.8	2.1
 Hungary	1003	33.9	25.6	31.8	8.8
 Malta	503	38.9	26.8	29.8	4.5
 Netherlands	1000	34.3	20.2	40.1	5.4
 Austria	1003	54.2	15.5	26.6	3.7
 Poland	1000	46.5	22	23.8	7.7
 Portugal	1001	48.3	21.7	21.4	8.5
 Romania	1002	42.8	21.6	22.5	13.1
 Slovenia	1006	46.2	26.3	25.6	1.8
 Slovakia	1003	36.3	29	27.4	7.3
 Finland	1000	32.8	33.7	31.9	1.6
 Sweden	1000	51.7	21	23.8	3.5
 United Kingdom	1000	44.9	20.3	30.3	4.5

Table 15b. Would respondents consider using public transport more frequently if it would be possible to buy a single ticket covering all possible transport modes? – *by segments*

QUESTION: Q4. Would you consider using public transport more frequently if it were possible to buy a single ticket covering all possible transport modes (such as bus, train or tram) for your journey?







	Total N	% Yes, definitely	% Yes, maybe	% No	% DK/NA
EU27	25570	50.1	20.8	24.5	4.6
 SEX					
Male	12363	48.1	21.3	26.3	4.3
Female	13207	51.9	20.3	22.9	4.9
 AGE					
15 - 24	3488	61.8	20.3	15	2.8
25 - 39	5764	49.2	22.9	25.3	2.6
40 - 54	7310	47.4	22.2	26.7	3.8
55 +	8812	48.4	18.3	26.1	7.1
 EDUCATION (end of)					
Until 15 years of age	4216	48.4	19.7	25	6.9
16 - 20	11080	47.8	22	25.6	4.6
20 +	7154	50.6	20.3	26	3.2
Still in education	2443	64.7	18.9	13.4	3
 URBANISATION					
Metropolitan	4679	54.8	19.2	22.1	3.9
Urban	11196	51.7	20.8	22.9	4.6
Rural	9602	45.9	21.5	27.7	4.9
 OCCUPATION					
Self-employed	2384	43.2	21.2	32.1	3.5
Employee	8841	48.4	22.3	26.5	2.8
Manual worker	2217	47.4	22.4	26.1	4.1
Not working	12054	53.2	19.2	21.3	6.3
 TRANSPORT					
Car	13518	42.5	23	31.2	3.3
Public transport	5576	68.7	16	10.6	4.7
Other	6476	49.8	20.2	22.6	7.3

Table 16a. Improvements that would encourage respondents to combine different modes of transport – *by country*

QUESTION: Q5_A-D. Please tell me whether the following would encourage you or not to combine different modes of transport instead of using your car.

% of 'Would encourage' shown

Base: those who use a car as a main mode of transport



































	Total N	Possibility to buy tickets online	Easy transfer from one transport mode to another	Attractive terminals	Better (online) information on schedules
 EU27	13518	38.4	65.1	46.5	51.6
COUNTRY					
 Belgium	615	30.1	57.6	41	46.5
 Bulgaria	329	27.5	50.8	45.2	44
 Czech Rep.	364	15.6	32.7	23.9	22.3
 Denmark	634	34.9	57.5	34.6	36.4
 Germany	609	33.7	68.6	39.4	49.9
 Estonia	373	37.4	60.4	50.5	45.3
 Greece	463	38.3	86	69.6	78.6
 Spain	474	53.6	77.5	55.2	67.8
 France	637	38.8	64.9	55.2	51.7
 Ireland	682	54.4	78	56.6	69.4
 Italy	545	40.6	60.5	46.3	44.5
 Cyprus	449	49.1	83.6	81.9	81.3
 Latvia	292	27.5	40.4	35.3	33.4
 Lithuania	488	28.1	44.4	41.2	40
 Luxembourg	318	46.1	71.7	51.9	53.4
 Hungary	283	29.3	51.4	44.4	31.9
 Malta	325	54.3	79.3	69.2	79.5
 Netherlands	485	37.2	65.1	35.1	45.4
 Austria	614	31.9	64.1	45.9	38.7
 Poland	430	43.3	62	42.4	53.3
 Portugal	529	43.7	58.8	50.9	52.5
 Romania	304	31.3	63.8	48.2	50.3
 Slovenia	688	34.8	64	42.7	45.9
 Slovakia	324	33.3	55	47	41.1
 Finland	619	36.2	67.3	48.2	46.9
 Sweden	520	42.5	66	33.8	42.3
 United Kingdom	567	37.6	64.9	47.6	58.4

Table 16b. Improvements that would encourage respondents to combine different modes of transport – *by segments*

QUESTION: Q5_A-D. Please tell me whether the following would encourage you or not to combine different modes of transport instead of using your car.

% of 'Would encourage' shown

Base: those who use a car as a main mode of transport

	Total N	Possibility to buy tickets online	Easy transfer from one transport mode to another	Attractive terminals	Better (online) information on schedules
EU27	13518	38.4	65.1	46.5	51.6
 SEX					
Male	7276	40.2	64.3	46	51.1
Female	6242	36.2	66.2	47.1	52.2
 AGE					
15 - 24	1146	45.1	67	48.6	63.5
25 - 39	3504	46.3	69.7	49.5	56.3
40 - 54	4643	38	64.9	43.4	52.5
55 +	4138	30.3	61.1	46.9	43.3
 EDUCATION (end of)					
Until 15 years of age	1829	29.7	57.2	46.4	44.3
16 - 20	6340	36.3	63.9	45.1	51.2
20 +	4466	44.7	70	48.4	53.7
Still in education	649	44.7	70.4	49.4	66.3
 URBANISATION					
Metropolitan	2015	41.5	68.4	45.9	53.5
Urban	5341	38.8	64.1	48.3	51.9
Rural	6120	37.1	65	45	50.7
 OCCUPATION					
Self-employed	1685	42.1	66	45.7	54.1
Employee	5804	41.5	67.2	46.3	53.9
Manual worker	1258	35.2	60.1	43.9	47.8
Not working	4747	34	63.6	47.8	49
 TRANSPORT					
Car	13518	38.4	65.1	46.5	51.6
Public transport	0	0	0	0	0
Other	0	0	0	0	0

II. Survey details

This general population survey on “*Future of transport*” (Flash Eurobarometer N° 312) was conducted for the European Commission, Directorate General Mobility and Transport.

Telephone interviews were conducted in each country, with the exception of the Bulgaria, the Czech Republic, Estonia, Latvia, Lithuania, Hungary, Poland, Romania and Slovakia where both telephone and face-to-face interviews were conducted (70% webCATI and 30% F2F interviews).

Telephone interviews were conducted in each country between the 15/10/2010 and the 19/10/2010 by the following institutes:

Belgium	BE	Gallup Europe	(Interviews : 15/10/2010 - 19/10/2010)
Czech Republic	CZ	Focus Agency	(Interviews : 15/10/2010 - 19/10/2010)
Denmark	DK	Norstat Denmark	(Interviews : 15/10/2010 - 19/10/2010)
Germany	DE	IFAK	(Interviews : 15/10/2010 - 19/10/2010)
Estonia	EE	Saar Poll	(Interviews : 15/10/2010 - 19/10/2010)
Greece	EL	Metroanalysis	(Interviews : 15/10/2010 - 19/10/2010)
Spain	ES	Gallup Spain	(Interviews : 15/10/2010 - 19/10/2010)
France	FR	Efficiencie3	(Interviews : 15/10/2010 - 19/10/2010)
Ireland	IE	Gallup UK	(Interviews : 15/10/2010 - 19/10/2010)
Italy	IT	Demoskopoea	(Interviews : 15/10/2010 - 19/10/2010)
Cyprus	CY	CYMAR	(Interviews : 15/10/2010 - 19/10/2010)
Latvia	LV	Latvian Facts	(Interviews : 15/10/2010 - 19/10/2010)
Lithuania	LT	Baltic Survey	(Interviews : 15/10/2010 - 19/10/2010)
Luxembourg	LU	Gallup Europe	(Interviews : 15/10/2010 - 19/10/2010)
Hungary	HU	Gallup Hungary	(Interviews : 15/10/2010 - 19/10/2010)
Malta	MT	MISCO	(Interviews : 15/10/2010 - 19/10/2010)
Netherlands	NL	MSR	(Interviews : 15/10/2010 - 19/10/2010)
Austria	AT	Spectra	(Interviews : 15/10/2010 - 19/10/2010)
Poland	PL	Gallup Poland	(Interviews : 15/10/2010 - 19/10/2010)
Portugal	PT	Consulmark	(Interviews : 15/10/2010 - 19/10/2010)
Slovenia	SI	Cati d.o.o	(Interviews : 15/10/2010 - 19/10/2010)
Slovakia	SK	Focus Agency	(Interviews : 15/10/2010 - 19/10/2010)
Finland	FI	Norstat Finland Oy	(Interviews : 15/10/2010 - 19/10/2010)
Sweden	SE	Norstat Sweden	(Interviews : 15/10/2010 - 19/10/2010)
United Kingdom	UK	Gallup UK	(Interviews : 15/10/2010 - 19/10/2010)
Bulgaria	BG	Vitoshia	(Interviews : 15/10/2010 - 19/10/2010)
Romania	RO	Gallup Romania	(Interviews : 15/10/2010 - 19/10/2010)

Representativeness of the results

Each national sample is representative of the population aged 15 years and above.

Sizes of the sample

In most EU countries the target sample size was 1000 respondents, but in Cyprus, Luxembourg and Malta the sample size was 500 interviews. The below table shows the achieved sample size by country

A weighting factor was applied to the national results in order to compute a marginal total where each country contributes to the European Union result in proportion to its population.

The table below presents, for each of the countries:
 (1) the number of interviews actually carried out in each country
 (2) the population-weighted total number of interviews for each country

TOTAL INTERVIEWS

	Total Interviews			
	Conducted	% of Total	EU27 Weighted	% on Total (weighted)
Total	25570	100	25570	100
BE	1004	3.9	539	2.1
BG	1007	3.9	408	1.6
CZ	1006	3.9	540	2.1
DK	1000	3.9	272	1.1
DE	1000	3.9	4347	17.0
EE	1004	3.9	70	0.3
EL	1004	3.9	587	2.3
ES	1000	3.9	2332	9.1
FR	1000	3.9	3166	12.4
IE	1007	3.9	211	0.8
IT	1002	3.9	3116	12.2
CY	504	2.0	39	0.2
LV	1005	3.9	120	0.5
LT	1006	3.9	175	0.7
LU	500	2.0	24	0.1
HU	1003	3.9	524	2.0
MT	503	2.0	21	0.1
NL	1000	3.9	822	3.2
AT	1003	3.9	430	1.7
PL	1000	3.9	1969	7.7
PT	1001	3.9	550	2.1
RO	1002	3.9	1119	4.4
SI	1006	3.9	106	0.4
SK	1003	3.9	277	1.1
FI	1000	3.9	268	1.0
SE	1000	3.9	464	1.8
UK	1000	3.9	3070	12.0

Questionnaires

1. The questionnaire prepared for this survey is reproduced at the end of this results volume, in English (see hereafter).
2. The institutes listed above translated the questionnaire in their respective national language(s).
3. One copy of each national questionnaire is annexed to the data tables results volumes.

Tables of results

VOLUME A: COUNTRY BY COUNTRY

The VOLUME A presents the European Union results country by country.

VOLUME B: RESPONDENTS' DEMOGRAPHICS

The VOLUME B presents the European Union results with the following socio-demographic characteristics of respondents as breakdowns:

Volume B:

Sex (Male, Female)

Age (15-24, 25-39, 40-54, 55 +)

Education (15&-, 16-20, 21&+, Still in full time education)

Subjective urbanisation (Metropolitan zone, Other town/urban centre, Rural zone)

Occupation (Self-employed, Employee, Manual worker, Not working)

Sampling error

Surveys are designed and conducted to provide an estimate of a true value of characteristics of a population at a given time. An estimate of a survey is unlikely to exactly equal the true population quantity of interest for a variety of reasons. One of these reasons is that data in a survey are collected from only some – a sample of – members of the population, this to make data collection cheaper and faster. The “margin of error” is a common summary of sampling error, which quantifies uncertainty about (or confidence in) a survey result.

Usually, one calculates a 95 percent confidence interval of the format: survey estimate +/- margin of error. This interval of values will contain the true population value at least 95% of time.

For example, if it was estimated that 45% of EU citizens are in favour of a single European currency and this estimate is based on a sample of 100 EU citizens, the associated margin of error is about 10 percentage points. The 95 percent confidence interval for support for a European single currency would be (45%-10%) to (45%+10%), suggesting that in the EU the support for a European single currency could range from 35% to 55%. Because of the small sample size of 100 EU citizens, there is considerable uncertainty about whether or not the citizens of the EU support a single currency.

As a general rule, the more interviews conducted (sample size), the smaller the margin of error. Larger samples are more likely to give results closer to the true population quantity and thus have smaller margins of error. For example, a sample of 500 will produce a margin of error of no more than about 4.5 percentage points, and a sample of 1,000 will produce a margin of error of no more than about 3 percentage points.

Margin of error (95% confidence interval)

Survey estimate	Sample size (n)									
	10	50	100	150	200	400	800	1000	2000	4000
5%	13.5%	6.0%	4.3%	3.5%	3.0%	2.1%	1.5%	1.4%	1.0%	0.7%
10%	18.6%	8.3%	5.9%	4.8%	4.2%	2.9%	2.1%	1.9%	1.3%	0.9%
25%	26.8%	12.0%	8.5%	6.9%	6.0%	4.2%	3.0%	2.7%	1.9%	1.3%
50%	31.0%	13.9%	9.8%	8.0%	6.9%	4.9%	3.5%	3.1%	2.2%	1.5%
75%	26.8%	12.0%	8.5%	6.9%	6.0%	4.2%	3.0%	2.7%	1.9%	1.3%
90%	18.6%	8.3%	5.9%	4.8%	4.2%	2.9%	2.1%	1.9%	1.3%	0.9%
95%	13.5%	6.0%	4.3%	3.5%	3.0%	2.1%	1.5%	1.4%	1.0%	0.7%

(The values in the table are the margin of error – at 95% confidence level – for a given survey estimate and sample size)

The examples show that the size of a sample is a crucial factor affecting the margin of error. Nevertheless, once past a certain point – a sample size of 800 or 1,000 – the improvement is small. For example, to reduce the margin of error to 1.5% would require a sample size of 4,000.

III. Questionnaire

D1. Gender [DO NOT ASK - MARK APPROPRIATE]

- [1] Male
[2] Female

D2. How old are you?

- [][] years old
[00] [REFUSAL/NO ANSWER]

D3. How old were you when you stopped full-time education?

[Write in THE AGE WHEN EDUCATION WAS TERMINATED]

- [][] years old
[00] [STILL IN FULL TIME EDUCATION]
[01] [NEVER BEEN IN FULL TIME EDUCATION]
[99] [REFUSAL/NO ANSWER]

D4. As far as your current occupation is concerned, would you say you are self-employed, an employee, a manual worker or would you say that you are without a professional activity? Does it mean that you are a(n)...

[IF A RESPONSE TO THE MAIN CATEGORY IS GIVEN, READ OUT THE RESPECTIVE SUB-CATEGORIES - ONE ANSWER ONLY]

- Self-employed

- i.e. : - farmer, forester, fisherman..... 11
- owner of a shop, craftsman 12
- professional (lawyer, medical practitioner, accountant, architect,...) 13
- manager of a company 14
- other 15

- Employee

- i.e. : - professional (employed doctor, lawyer, accountant, architect) 21
- general management, director or top management 22
- middle management 23
- Civil servant 24
- office clerk 25
- other employee (salesman, nurse, etc...) 26
- other 27

- Manual worker

- i.e. : - supervisor / foreman (team manager, etc...) 31
- Manual worker 32
- unskilled manual worker 33
- other 34

- Without a professional activity

- i.e. : - looking after the home 41
- student (full time) 42
- retired 43
- seeking a job 44
- other 45
- [Refusal] 99

D6. Would you say you live in a ...?

- metropolitan zone 1
- other town/urban centre 2
- rural zone / zone with less than 10.000 inhabitants 3
- [Refusal] 9

D7. What is the main mode of transport that you use for your daily activities?

[ONE ANSWER ALLOWED]

- Car 1
- Public transport 2
- Walking 3
- Cycling 4
- Motorbike 5
- Other 6
- [No daily / regular mobility] 7
- [DK/NA] 9

[ASK ALL]

Q1. To what extent do you agree with replacing existing car charges such as registration and circulation taxes with charging schemes, that take into account the actual use of the car such as the kilometres driven, or the use of it in peak hours?

- Agree strongly 4
- Agree 3
- Disagree 2
- Disagree strongly 1
- [DK/NA] 9

Q2. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions.**How likely would you say, are you to compromise on the following characteristics?**

- Very likely 4
 - Likely 3
 - Not likely 2
 - Not likely at all 1
 - [DK/NA] 9
-
- A. Speed 1 2 3 4 9
 - B. Size 1 2 3 4 9
 - C. Range – the distance before having to refuel/recharge the car 1 2 3 4 9
 - D. Cost when purchasing the car 1 2 3 4 9
 - E. Other [SPECIFY] 1 2 3 4 9

[ASK ONLY THOSE WHO USE CAR AS A MAIN MODE OF TRANSPORT]

Q3. If your main mode of transportation is not public transport, please tell me how important the following reasons are for not choosing the public transport system?

- Very important 1
 - Rather important 2
 - Rather unimportant 3
 - Not important at all 4
 - [DK/NA] 9
-
- A. Lack of reliability 1 2 3 4 9
 - B. Lack of connections 1 2 3 4 9
 - C. Lack of information on schedules 1 2 3 4 9
 - D. Low frequency of service 1 2 3 4 9
 - E. Security concerns 1 2 3 4 9
 - F. Too expensive 1 2 3 4 9
 - G. Not as convenient as a car 1 2 3 4 9

[ASK ALL]

Q4. Would you consider using public transport more frequently if it were possible to buy a single ticket covering all possible transport modes (such as bus, train or tram) for your journey?

- Yes, definitely 1
- Yes, maybe 2
- No 3
- [DK/NA] 9

[ASK IF D7=1]

Q5. Please tell me whether the following would encourage you or not to combine different modes of transport instead of using your car.

- Would encourage 1
 - Would not encourage 2
 - [DK/NA] 9
-
- A. Possibility to buy tickets online 1 2 9
 - B. Easy transfer from one transport mode to another 1 2 9
 - C. Attractive terminals 1 2 9
 - D. Better (online) information on schedules 1 2 9