

Long distance passenger travel

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Main results of the long distance travel studies

For passenger travel exceeding 100 km:

- ◆ Car is the most popular transport mode used
- ◆ Visit and leisure are the most important travel purposes
- ◆ Short stays up to three nights dominate
- ◆ Of the persons who travel men travel more than women
- ◆ Persons in working age travel more than pensioners
- ◆ Most of the trips do not exceed 400 km

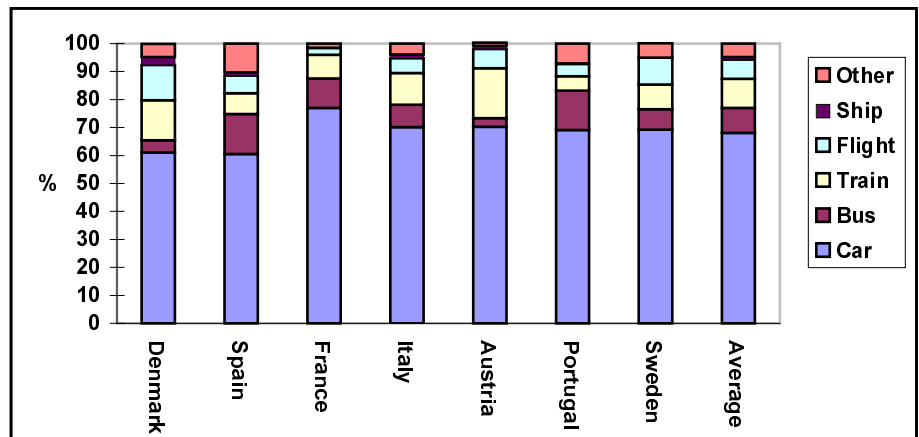


Figure 1. Shares of different transport modes used for long distance journeys

Car transport is the dominant transport mode. It accounts for almost 70% of all trips. For the surveyed countries, the share of car transport of all modes is highest in France (77,1%) and lowest in Spain (60,5%).

Train is the second most popular mode for long distance travel accounting for 10% of all trips. It is especially popular among the Austrian (17,8%) and Danish (13,2%) travellers. Bus transport has a share exceeding 10% in Spain, Portugal and France. The shares of air and water transport are less than 10% in most countries. In Denmark the share of air transport is, however, 12,6%.

Trips by mode (%)	Country						
	DK	E	F	I	A ¹	P	S
Car	63.3	60.5	77.1	72.9	70.3	69.1	69.2
Bus	4.7	14.3	10.5	8.1	3.1	14.1	7.4
Train	13.2	7.5	8.4	11.3	17.8	5.2	8.8
Flight	12.6	6.3	2.5	5.2	6.9	4.3	9.6
Ship	1.9	1.1	0.1	1.4	1.1	0.3	
Other	4.3	10.3	1.4	1.1	1.1	7.0	5.1

1. Long-distance threshold 75 km, other countries 100 km.

Table 1. Shares of different modes used for long distance travel

Statistics in focus

TRANSPORT

THEME 7 – 4/1999

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Participation and the number of journeys

The results from the surveys show the high rate of mobile persons in each participating country. The average share of persons who report one or more long distance journeys is 33%. France has the highest share of persons who have made a long distance journey, 61%. The Portuguese and Spanish persons are the least mobile ones. 88% of the Portuguese and 85 of the Spanish persons report no long distance journeys.

The average annual number of long distance journeys¹ is nearly seven journeys per person for countries other than Portugal and Spain (although higher figures are reported in other studies). In Portugal and Spain the corresponding number is less than 4.

Travel behaviour differs between men and women. Men make on average seven journeys per year while women make less than five journeys per year.

In Italy and Denmark men have twice as many long distance journeys as women. In Italy the average of men respondents is 8 journeys per year while that of women is 4,3. The Danish annual average number of long distance journeys of men is 9,6 and that of women 4,8. In Austria the number of journeys is 8,6 for men and 5,3 for women.

In Spain, Portugal and France the difference of the number of journeys made by men and women is less than two.

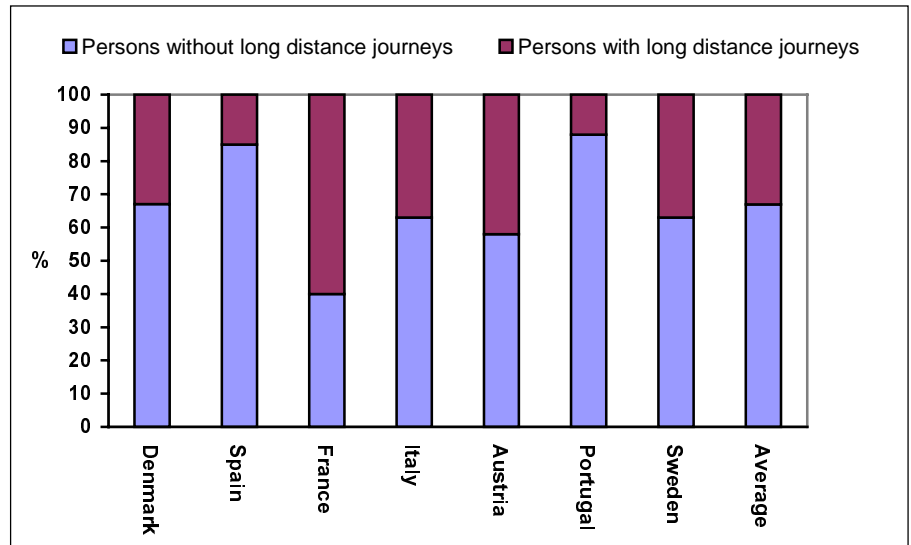


Figure 2. Participation in long distance journeys

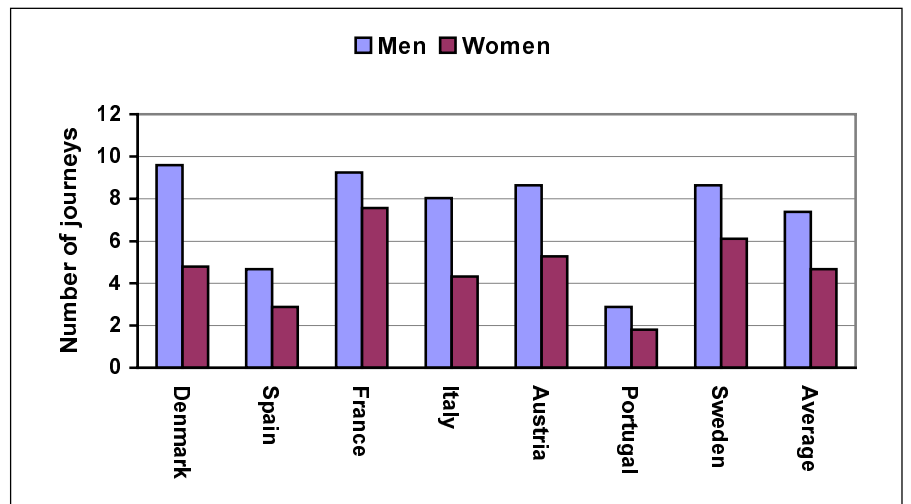


Figure 3. Average number of annual long distance journeys by sex

¹ The annual figures are calculated by multiplying the monthly figures. The different survey periods may affect the comparability of the results

Pensioned persons tend to make fewer long distance journeys than 25-64 year old persons do, only around three long distance journeys per year. The corresponding number for the persons between 25 and 64 years is 7. Teenagers and young adults between 15 and 24 years of

age make approximately 5 long distance journeys annually.

Usually two trips, one to the destination and one returning to the residence are made per a journey.

The number of stages per journey is usually between two and three. The only country where the average number of stages per journey exceeds three is Austria.

	Country						
	DK	E	F	I	A ¹	P	S
No long distance person journey [%]	67.1	85	39	63	58	88	63
All [Journey/person & month]	0.60	0.27	0.71	0.48	0.56	0.19	0.62
By sex [Journey/person & month]							
Men	0.8	0.39	0.79	0.67	0.72	0.24	0.72
Women	0.4	0.24	0.63	0.36	0.44	0.15	0.51
By age [Journey/person & month]							
6-14 years	-	0.14		-	- ²	-	0.40
15-24 years	0.5	0.33	0.55 ³	0.56 ⁴	- ²	0.13	0.63
25-44 years	0.8	0.44	0.81 ³	0.59	0.87	0.25	0.71
45-64 years	0.6	0.23	0.75 ³	0.47	1.09	0.24	0.81
65+ years	0.3	0.10	0.71 ³	0.14	0.17	0.09	0.31
Trips/journey	2.16	-	2.51	-	2.32	2.15	1.93
Stages/journey	2.48	-	2.91	2.51	3.34	2.21	-

¹ Over 75 kilometres, other countries 100 km.
² Sample includes males over 24 years of age and their households, therefore it is not appropriate for these age groups.
³ Age categories in France; 15-24, 25-34, 35-49, 50-64 years.
⁴ Only respondents over 18 years. See Essential information- Methodological notes for age groups.

Table 2. Participation in long distance journeys, participation by sex and age, number of trips and stages per journey

Why do people travel and how far do they go?

Visits and private leisure are the most important journey purposes. On average 50-60% of all journeys are made for visiting friends or relatives or for leisure. The Swedish persons have the highest share of journeys for visiting friends or relatives, 68,5%.

Business travel is the purpose of 25-40% of all journeys. Business travel is most common in Austria accounting for 37,5% of all journey purposes.

It is common that a journey is interrupted with some hour's intervals. When the countries results are compared, travelling for more than five hours between two stops is more usual for the Austrian persons than for other nationalities.

Statistics on the distribution of different distance classes travelled are available for Spain, Sweden and Portugal.

The most common distance travelled is between 100 and 400 kilometres. The share of trip distances between 100 and 200 kilometres is highest in Sweden, 45,9%.

In Spain trips exceeding 400 kilometres are more usual than in the other countries. They account for 35,8% of all distance classes compared to 18 in Portugal and in 22,6 in Sweden.

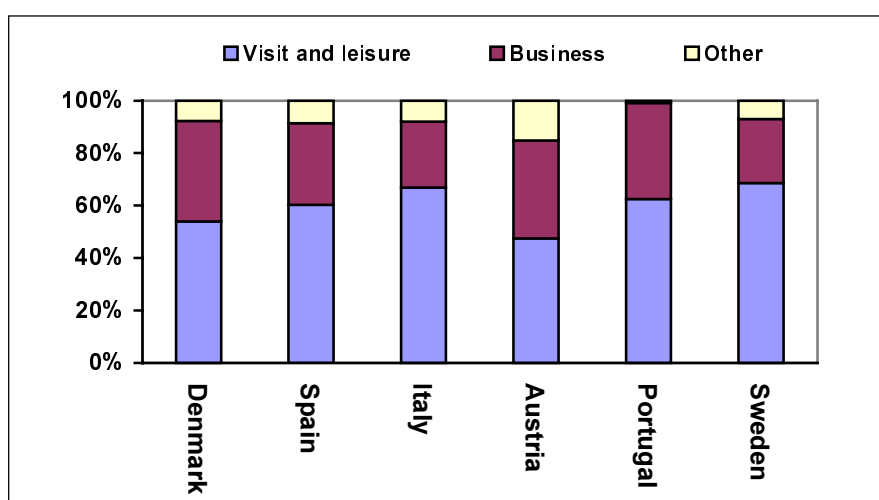


Figure 4. Journeys by purpose

Journeys by purpose [%]	Country						
	DK	E	F	I	A ¹	P	S
Commuting	4.5	2.1	2.0	-	10.5	-	
Business	35.2	31.2	15.5	25.3	37.5	36.7	24.2
Shopping	2.3	-	10.3	6.9	2.9	0.8	3.8
Visit	33.4	29.6	21.3	27.6	24.7	17.9	68.5
Leisure	24.5	30.7	24.2	39.2	22.7	44.6	-
Other	-	6.4	7.2	1.0	1.8	-	3.5
Return home	NA	NA	19.5	NA	NA	NA	NA

¹ Over 75 km, other countries over 100 km.

Table 3. Travel purpose

Country	E	P	S
Trips: Distance [%]			
-99 km	-	4.8	2.0
100-199 km	33.2	38.2	45.9
200-399 km	30.7	38.9	25.5
400-799 km	22.1	12.8	15.9
800+ km	13.7	5.2	6.7
N.A.	0.3	0.0	4.1

Table 5. Journeys by distance travelled

Trips: Duration Of movement [%]	Country						
	DK	E	F	I	A ¹	P	S
-1 h	17.1	-	-	6.7	9.3	1.4	2.6
1-2 h	27.4	-	-	24.4	13.1	14.5	4.4
2-3 h	13.4	-	-	25.9	16.0	1.7	6.2
3-4 h	8.8	-	-	14.4	11.2	20.8	7.2
4-5 h	7.0	-	-	7.3	10.2	12.1	9.5
5+ h	18.4	-	-	21.3	37.6	24.6	17.0
N.A.	7.9	-	-	-	2.6	4.9	53.1

¹ Over 75 km, other countries over 100 km.

Table 4. Duration of movement between two stops

How many persons in a group? For how long time do they stay?

The results concerning the size of the group travelling are different for different countries. The Danish persons travel often alone while the Spanish, Austrian and Portuguese persons travel usually in groups of three or more persons.

Most stays away from the normal residence are shorter than four days and four nights. In Austria and Sweden short stays of less than six hours in the destination are quite common when compared to the other countries. The respective shares are 26,6 and 33,8%.

	Country						
	DK	E	F	I	A ¹	P	S
Group size [%]							
1 person	39	31.7	-	-	24.7	34.4	30.5
2 persons	28	17.9	-	-	20.8	24.9	11.7
3+ persons	33	50.4	-	-	54.6	38.9	28.0
N.A.	-	-	-	-	-	1.8	29.8
Duration of stay [%]							
-6 h	-	-	-	3.0	26.6	0.0	33.8
6-12 h	-	-	-	21.0	10.2	11.0	10.3
12+ h	43.3	-	-	22.0	6.3	26	1.3
1-3 overnight stays	34.1	50.9	-	35.4	18.3	39.2	25.4
4+ overnight stays	22.7	31.3	-	18.6	7.1	23.7	24.2
N.A.	-	17.8	-	-	31.5	-	5.0
Average [days]	-	3.72	-	-	3.64	2.79	-

¹ Sampling unit males between 25 and 45 years and their household members. See Essential information: methodological notes.

Table 6. Journey, Group size and the duration of stay

Data availability in the Member States

In a number of Member States there are official passenger travel surveys. There is, however, a lack of uniformity and agreed standards in the Member States for the conduction of these surveys.

Regular surveys on short distance and daily mobility exist in most of the Member States.

Some official statistics on long distance passenger travel exist in the Member States. Most of these surveys are conducted irregularly and are designed for national purposes.

In Italy and Spain long distance data are produced by railway companies. In Germany a private company is in charge of the main mobility survey.

In some Member States a growing interest on data on long distance mobility can be observed. This tendency may partly be due to the Eurostat initiatives, like in the case of Portugal, where a full-scale survey was launched.

The EC has taken the initiative to collect comparable Pan-European long distance travel data from all Member States in the near future.

Table 7 describes the long distance travel surveys that are available at the moment in the Member States.

Member State	Data available	Year	Status, remarks	Total sample (persons)	Sample: population	Response rate	Method ¹	Threshold of LDM [km]	Reporting period [days]	Combination with a survey on daily mobility
B ²	Y									
DK	Y	1996/1997		14000	0.26%	70%	CATI	100 km	30 days	Y
D	Y	1997	Continuous	30000	0,04%	-	CATI	100 km	60 days	N
EL	N									
E ³	Y	1997		930		62%	Postal + CATI	100 km	60 days	
F	Y	1993/1994		30000 (14200 households)	0.05%	85%	PAPI +postal	100 km	84 days	Y
IRL	N									
I	Y	1997	Continuous	5000	0.08%	-	CASI	10 km	365 days	N
L	N									
NL	N									
A	Y	1995		1300	0.02%	68%	Postal	50 km	14 days	Y
P	Y	1998	Continuous	44400	0.45%	-	CAPI	50 km	56 days	N
FIN	Y	1992		7100	0.14%	41%	Postal	50 km	7 days	Y
S	Y	1997	Continuous	8000	0.09%	80%	CATI	100 km (single trip)	30 days	N
UK	Y	1997	Continuous	23884	0.04%	35-45%	PAPI	80 km	28 days	Y

¹. PAPI: paper aided personal interviews, face to face interviews, CAPI: Computer aided Personal interviews, CATI: Computer aided Telephone interviews, Postal: Mailed self completed questionnaire; CASI: Computer aided self interview.

². Two regional surveys on mobility are available.

³. In Spain a survey on interurban mobility and the Eurostat pilot survey exist.

Table 7. Description of long distance mobility surveys in the Member States

Background and definitions

Eurostat and DG VII, Transport, carried out, together with interested Member States - Austria, Denmark, France, Italy, Portugal, Spain and Sweden - a set of pilot studies on long distance passenger transport behaviour during the years 1996-1997.

Valid measurement of long distance travel behaviour of passengers is becoming more and more important for the European and national transport policies. Of all person-kilometres travelled, long distance travel represents around 20%.

Information is needed on the average amount of journeys taken by households or persons, differences in passenger mobility between age groups, on the different transport modes or combinations of modes used, travelling purposes and distance classes travelled.

In a number of Member States long distance passenger mobility surveys exist. There is, however, a lack of uniformity and agreed standards in the Member States for the conduction of such household surveys. This makes it impossible to produce comparisons between the Member States.

The pilot studies had to fulfil some requirements concerning definitions.

The statistics are presented in terms of person journeys, person trips and person stages.

A journey is a series of trips starting and ending at home or at a temporary residence, for example in the location where a person is studying.

Journeys, which include a destination more than one hundred kilometres from the person's residence, are regarded as

long distance journeys.

A trip consists of a series of stages connecting two activities. **A stage** is a part of a journey made by one single mode, for example car. Another stage takes place when changing modes, for example from car to train or aeroplane.

The statistical tables focus on the number of movements and their characteristics in terms of the transport mode used as well as the duration, distance, group size and purpose of the journeys.

The practices existing in Member States affected the way the surveys were designed and seven different studies were conducted. However, some statistics can be compiled.

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The minimum requirements formulated left freedom in the implementation of a survey. The surveys differed, among other things, with respect to the regional/national coverage, sample size, survey period and methodologies.

Austria conducted eight different surveys. For different surveys, small or large sets of questions were used. Only one local area, Innsbruck, was included in the survey. Socio-demographic characteristics were used for weighting. The survey period was March-May 1996.

The **Danish** study was undertaken as part of a regular mobility study. The survey period is the third week of each month from November 1996 to October 1997. The sample size of the Danish survey is 1800 persons per month. Socio-demographic characteristics by degree of urbanisation, sex age, marital status and type of housing, were used for weighting

In **France** eight surveys were conducted. They differed concerning the sampling frame, duration and survey administration. The survey period was January-March 1997. Socio-demographic characteristics were used for weighting. The survey was conducted in

the Rhone-Alps region.

Italy tested two alternative survey protocols: computer assisted telephone interview (CATI) and a mail-back survey. The sample size of the CATI interview was 7000 persons of the 20 regions of Italy. The CATI survey took place in May. In addition a postal survey was conducted. The postal survey period was the month of April and the sample size 300 households. The sample locations were Milan, Rome and Naples. No weighting was used.

The **Portuguese** survey took place in the Norte region of the country. It was the only computer assisted personal interview survey (CAPI). The duration of the reporting period was from April 1st to June 30th of 1996. The sample size was 5694 households. The results were weighted by using socio-demographic characteristics sex and age.

The **Spanish** survey tested the feasibility of undertaking a survey on long distance travel. 300 households in La Rioja and 1200 households in the Comunidad Valenciana were sampled. The reporting period was from December 1996 to January 1997. Response probability in the enumeration district was used for weighting.

In **Sweden** the surveys analysed the existing and ongoing Swedish surveys on both daily and long distance travel behaviour. The survey period was the year 1996 and the sample size 9882 persons. Socio-demographic characteristics were used for weighting.

Raw response rates are the share of persons replying to the survey calculated without correction for lost households due to change of address, death or similar reasons not affecting quality. They understate the true response rate. See below Table 8 Raw response rates of the surveys.

Denmark and Sweden have the highest response rates. In these countries the study was integrated in a regular survey and CATI surveys were conducted. Also the Portuguese CAPI survey has a high response rate.

Country	Raw response rate %
DK	80
E	62
F	44-49
I	61
A	40-57
P	74
S	76

Table 8. Raw response rates of the surveys

Country	Contact ¹	Approach	Survey area	Sample size	Sampling method	Sampling unit	Survey period	Duration (weeks)
DK	CATI	Journey	Country	21 600	Random sample	Person (16-74 years)	11/1996-10/1997	4
E	CATI postal	Trip/Journey	Regional	² 1 500	Stratified by district	Household	2/1997-4/1997	8
F	CATI Postal	Journey/Trip	Regional	² 500	Stratified random sampling or recruitment from existing survey panel	Household. Members over 6 years responding	1/1997-3/1997	4 and 12
I	CATI Postal	Journey/Stage	Country Local	7 000 1 000	Stratified by region	Household/Person (18 years or over)	4/1997-5/1997	4
A	Postal	Stage	Local	1 080	Random sample	Males of 25-45 years and their household members	3/1996- 5/1996	4 and 8
P	CAPI	Trip/Journey	Regional	² 5 694	Stratified by district	Household (15 years or over report)	7/1996-8/1996	12
S	CATI	Journey	Country	9 882	Random sample	Person (of 6-84 years)	1996	4 and 12

¹ CATI: Computer Aided Telephone Interview, CAPI: Computer Aided Personal Interview.

² Households.

Table 9. Methodological description of the surveys

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