

Attitudes on issues related to EU Transport Policy

Analytical report

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This survey was requested by Directorate-General for Energy and Transport and coordinated by Directorate General 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 #206b

Attitudes on issues related to EU Transport Policy

Conducted by
The Gallup Organization, Hungary
upon the request of the
Directorate-General for Energy and Transport



Survey organised and managed by the
Eurobarometer Team of Directorate-General
“Communication”

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THE GALLUP ORGANIZATION

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Introduction

The data provided herein are the most important findings of the latest Flash Eurobarometer on "**Attitudes on issues related to EU Transport Policy**". The study was commissioned by the Directorate-General for Energy & Transport of the European Commission, carried out under the Flash Eurobarometer framework and coordinated by The Gallup Organization.

The survey covered all 27 Member States of the European Union on a randomly selected sample of over 25,767 individuals of at least 15 years of age.

Telephone interviews were conducted in each country with the exception of the Bulgaria, Czech Republic, Estonia, Latvia, Lithuania, Hungary Poland, Romania and Slovakia where, both telephone and face-to-face interviews were conducted between the 03/05/2007 and the 07/05/2007. More details on the survey are available in the final chapter of this report (see the Survey details).

The study was primarily designed to:

- Follow up the car and other transport usage patterns
- Understand to what extent citizens link the car type and its usage to the environment and to the traffic situation
- What people think about the means of improvement of traffic situation
- What people do to decrease the CO₂ emissions from road transport
- What are the costs of damaging environment and who should bear them
- What the people think about the security controls at the airports and if they are aware of their rights as air passengers.

Main findings

Methods used for personal mobility

- Most EU citizens have a car in their household that they are the primary driver of (49%). Those in the New Member States were significantly more likely to answer that they do not have a car in their household.
- Considering the main mode of personal mobility we find that motorized individual transport is the most widespread in the EU (53%), followed by non motorized individual transport (23%), and the least popular mode is using public (or community) transport (21%). In the Netherlands non motorized individual transport enjoys extreme popularity.
- Considering potential changes to the public transportation system that might encourage more people using it, respondents who primarily use a car think that a better schedule and better connections would be most likely to encourage them to use public transportation and to drive less frequently. 22% of primary car users said that they would not change their attitudes regardless of any changes to the public transportation system.

Cars and environment

- The vast majority of the EU citizens (about eight out of ten) share the opinion that the type of the car and the way people use them have an important impact on the environment in the respondent's area.
- The best way to reverse the rise of CO₂ emissions is to allow only the sales of less polluting vehicles.
- Among regular car drivers, the highest proportion tried to save fuel by adapting their driving style. On an average the citizens in Luxemburg have utilised the most of the listed possible strategies to save fuel during the past year; they were followed by the Germans, the Austrians, the Slovenians, and the Czech. The citizens in Estonia and Cyprus are at the end of this hierarchy of countries.
- According to the opinion of the citizens in the EU, the best strategy to encourage the use of bio fuel is to give tax incentives to make it cheaper.

Traffic situation

- Three in four (74%) EU citizens are of the opinion that the type of the cars and the way people use them have a significant influence on the traffic situation in their immediate area, as well.
- Relatively few people, only 6% in the EU, believe that there is no need to improve the traffic situation in their area. The vast majority (90%) are of the opinion that the traffic situation in their area should be improved. Of this 90%, most (49%) think that a better public transport system is the best way to address this issue. There are fewer people who consider that either introducing limitations in the city centres (17%), or speed limits (17%) could improve the traffic situation, and the ratio of those who think that charges for road usage could contribute to the improvement of the traffic situation is even lower (5%).

Costs of damaging environment

- A slim majority of EU citizens are prepared to pay more to use less polluting transport (54%), but only a small minority are ready to pay a more than 10 percent increase (9%).
- The majority, six out of ten respondents do not agree with the statement that all road users should pay for congestion and environmental damage through road tolls.
- Most EU citizens support spending the money collected from road users on the improvement of public transport (40%). Slightly fewer respondents favour the improvement of road related infrastructures (36%), and using these funds as general public expenditure is the least popular option (17%). Generally, respondents in old Member States are more likely to favour an investment in public transportation, those in newer Member States are more likely to favour the improvement of road-related infrastructures.

Flight safety and passenger rights

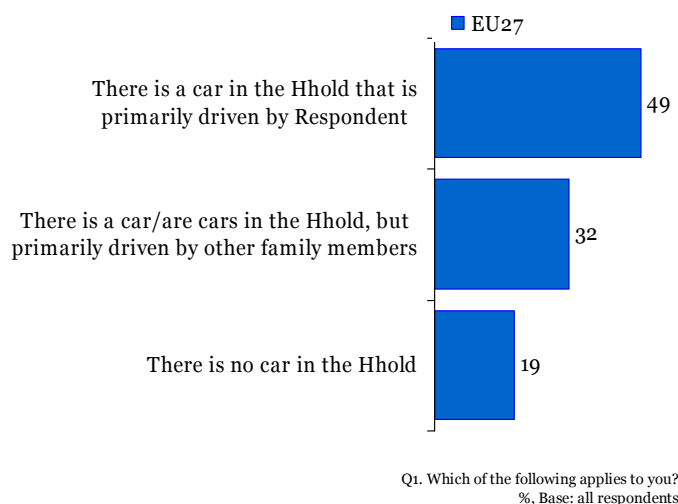
- A large number of the citizens in the EU (38%) responded that they seldom fly, and are thus not really competent to answer questions concerning security controls at airports. The majority of informed respondents (61%) consider airport security controls appropriate, one quarter (24%) find it insufficient and only 16% think they are excessive.
- There are a great proportion of citizens who are not aware of the rights of passengers at airports in the EU (49%). Among them, 17% said that they were not aware of these rights in spite of the fact that they do travel by plane. At the same time, 46% of the EU citizens were informed about the rights of passengers at airports in EU territory. Citizens not aware of the rights of air passengers in spite of the fact that they travel by plane are more likely to be found in the old than in the newer Member States (20% vs. 6%).

1. Transportation usage patterns

1.1. Car usage in the household

Almost half of EU citizens have a car that they are the primary driver of (49%), while 32% of respondents said that they have a car or cars in their households, but that they are not the primary driver. In total, 81% of respondents *do* have a car in their households, and 19 percent do *not*.

Car in the household

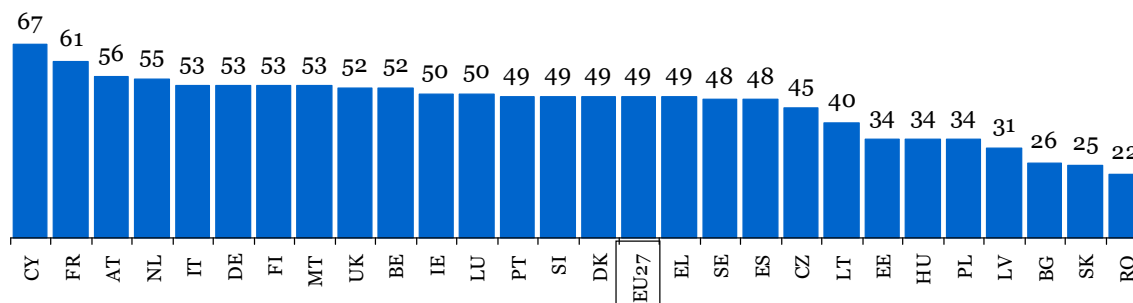


The above described traits of car ownership and use – that refer to the EU27 - vary extremely from country to country. Citizens in Cyprus have the overall highest percentage of respondents who have a car at their disposal (67%). The Cypriots are followed by the French, 61% of whom report being the primary driver of their own car. Bulgarian, Slovakian and Romanian respondents are the least likely to be the primary driver of their own automobile (26%, 25% and 22%).

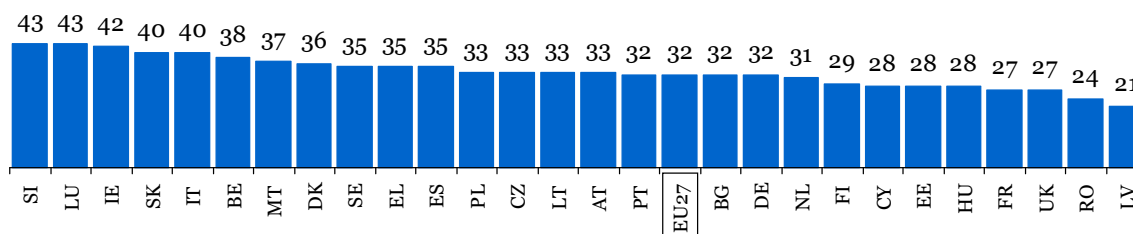
The citizens who only have a car in their households that is not driven primarily by them are found in the highest proportions in Slovenia and Luxemburg (both with 43%) and in Greece (42%) while the lowest proportions in this regard are in the United Kingdom (27%), Romania (24%) and Latvia (21%).

The highest proportions of those who do not have a car at all in their household are found in Romania (54%), Latvia (48%) and Bulgaria (42%), while the lowest proportions can be observed in Cyprus (6%), Italy and in Luxemburg (both 7%).

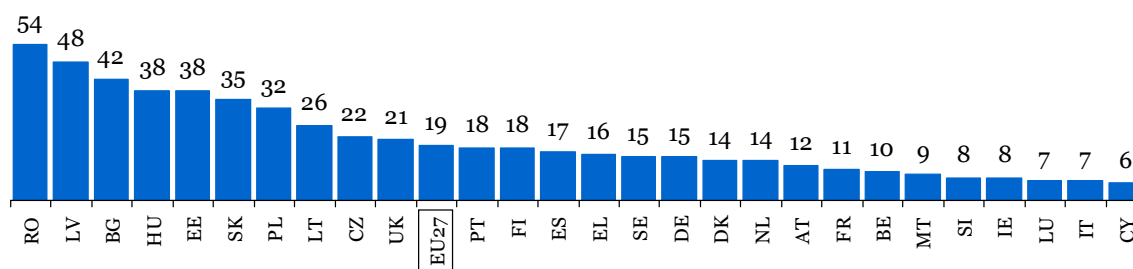
Car in the household: Car is primarily driven by the respondent



Car is primarily driven by other family members



There is no car in your household



Q1. Which of the following applies to you?
%, Base: all respondents, by country

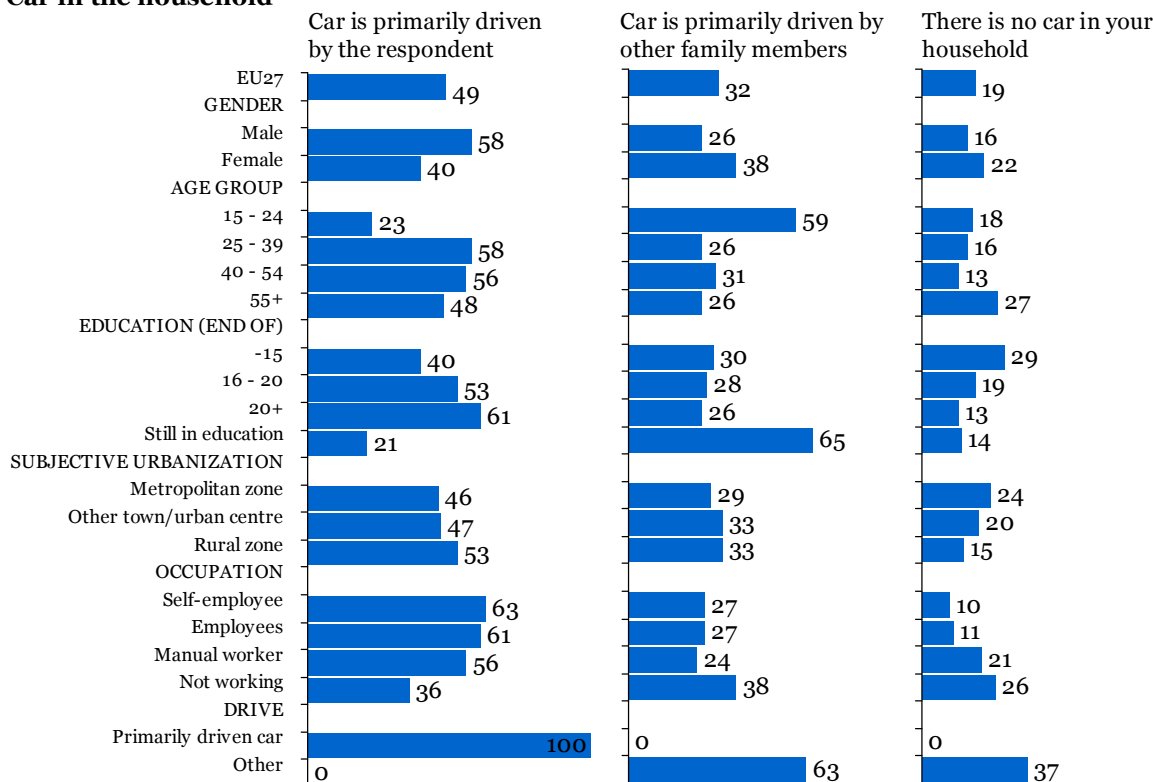
Those who have their own car (or those who are the primary driver of the household car) are more often men, those aged 25-39 or 40-54, those with the highest educational level, respondents living in rural zones; the self-employed and the employees, and are less likely to be women, the youngest, those still in education, those living in cities, or those who are not working.

Those respondents whose household has a car that they are not the primary driver of show almost the opposite pattern; those in this group are more likely to be women, the youngest generation, those still completing education, and those who are not working. Men, the oldest generations and those aged 25-39, those with the highest levels of education, and manual workers are less likely to report that their household has a car that is primarily driven by other family members. Considering levels of urbanization we observe slight differences; those living in other cities or urban centres, and those in rural zones are more likely to choose the latter answer option than those living in metropolitan areas.

Considering the socio-demographic patterns of those respondents who *do not have a car* in their household, this trait is most likely to be found among women, the oldest generation, those with the lowest levels of educational, residents in metropolitan areas and those without professional activity. It is less likely to find this trait among men, those aged 40-54, those with the highest levels of educational (or still completing education), those in rural zones, and the self-employed and employees.

We formed two groups for analysing the further results regarding car usage in households, *primary car users* and *others*. Within the *others* those who have a car in their household that they are not the primary driver of significantly outnumber those who do not have a car in their household at all (63% compared to 37%).

Car in the household



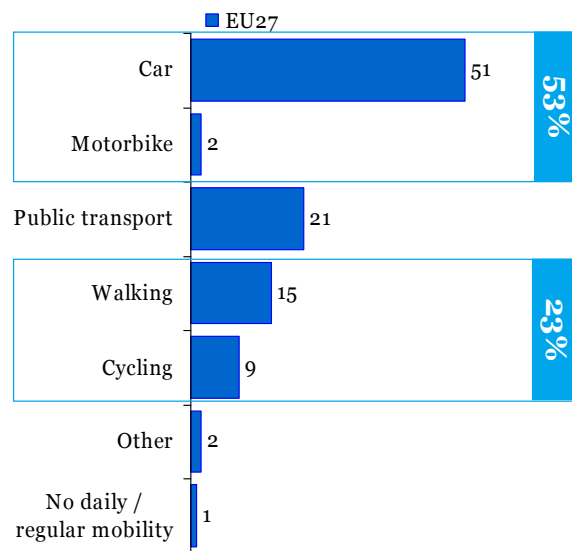
Q1. Which of the following applies to you?
%, Base: all respondents, by demography

1.2. The main mode of transport for daily activities

The majority of EU citizens named the car as their main mode of transport (51%). The second most popular mode of transportation for daily activities is public transport (21%), followed by walking (15%). The least popular choice is the motorbike, mentioned by only 2 percent of respondents as their primary mode of transportation. 2% found other means of transportation, and 1% did not provide an answer to this question.

We classified the means of transport into three major groups. Together the car and the motorbike are *motorized individual transportation*, walking and cycling are the *non motorized individual transportation* means, and *public transportation* alone is the third group. The largest of these groups is *motorized individual transportation*, comprised of 53% of respondents, followed by the 23% using *non motorized individual transportation*, and the least populous group is that of *public transportation* users (21%).

The main mode of transport



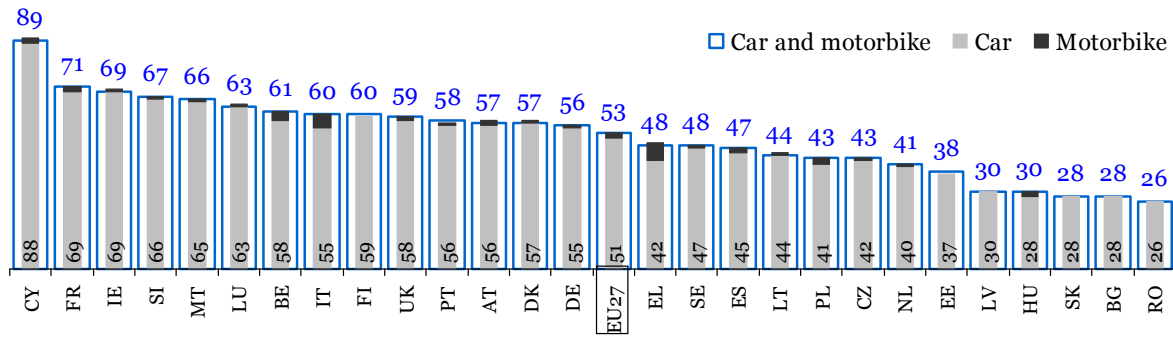
Q2. What is the main mode of transport that you use for your daily activities?
%, Base: all respondents

Those who named motorized transportation as their main mode of mobility are found in the highest proportions in Cyprus (89%), followed by France (71%) and Ireland (69%). The lowest proportions are in Slovakia and Bulgaria, both with 28%, and Romania, with 26%. In general the percentages of those who name the motorcycle as their primary mode of transport are very low. In countries where motorcycling is traditionally popular – Italy (5%) and Greece (7%) – the percentage is slightly higher than the average, but still not very significant; in every other country this percentage is under 3.

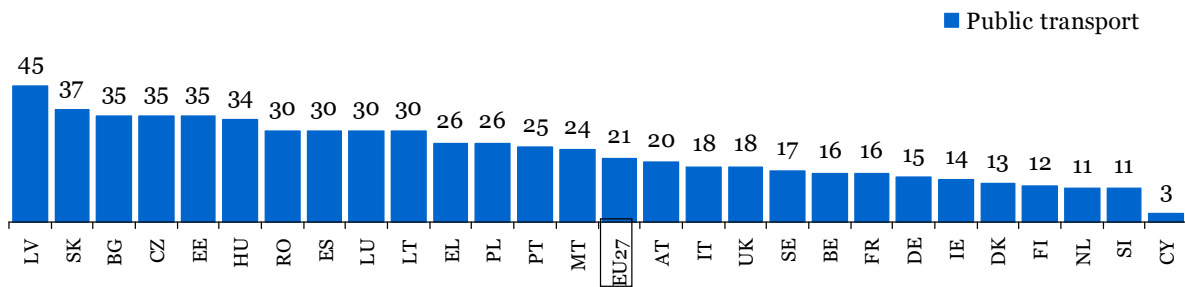
Public transportation, however, is notably more popular in the New Member States than in the EU15 bloc. Definite exceptions from this are Cyprus and Slovenia. Using public transportation is most popular in Latvia (45%) and Slovakia (37%), and is the least popular in the Netherlands and Slovenia (both 11%). Although in Cyprus (with barely any public transportation system to speak of) only 3% of respondents name it as a primary mode of transport.

Non motorized transportation is the most popular in the Netherlands, where 46% of citizens name walking or cycling as their primary mode of daily mobility. In Romania 34% and in Hungary 33% of respondents also mentioned non-motorized transport. Walking and cycling are the least popular in Malta, Cyprus and Luxemburg (8%, 7% and 6%). Citizens in the New Member States are generally more likely than those in the EU15 to use non motorized transport.

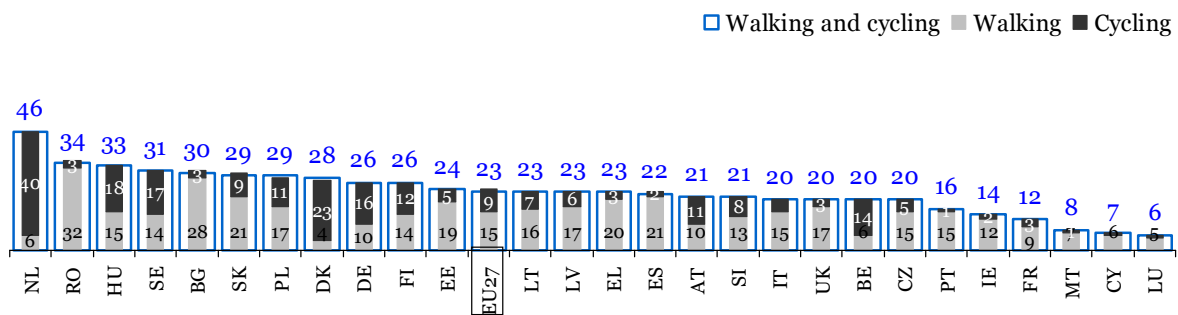
**The main mode of transport:
Motorized individual transport (car and motorbike)**



Public transport



Not motorized individual transport (walking and cycling)



Q2. What is the main mode of transport that you use for your daily activities?
%, Base: all respondents, by country

We find that those in the motorized individual transportation group (basically car) are more likely to be men, aged 25-39 and 40-54, those with the highest level of education, in rural zones and the self-employed. Women, the youngest generation, those still completing education, citizens in metropolitan areas and those without professional activity are less likely to be in this group.

Public transport is more likely to be used by women, the youngest generation, those still in school, residents of metropolitan areas and those who do not have a car at their disposal. It is less often used by men, those aged 40-54, those living in a rural zone, the self-employed and obviously, the “primary car users”.

Non motorized individual transportation – walking and cycling – is more popular among the socio-demographic groups of women, the oldest generation, those with the lowest level of education, citizens in other cities, those without any professional activity, those who do not have a car, and those who are not the primary driver of their household car. Men those aged 25-39, those with the highest level of education, those living in rural zones or metropolitan areas, the self-employed, employees and primary car users are less likely to choose this form of transportation.

Table 1. The main mode of transport (% , by demography)

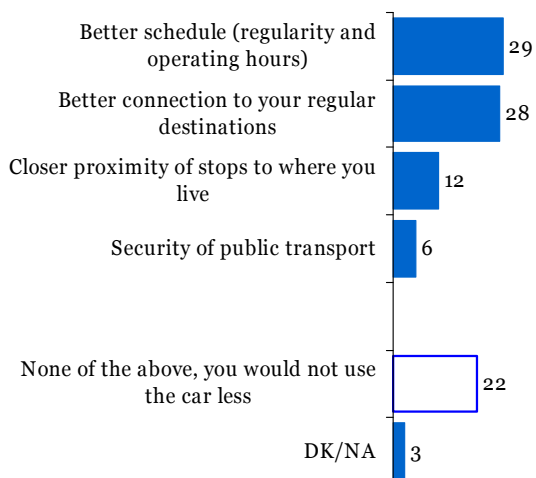
	Motorized individual transport	Public transport	Non motorized individual transport	Other	No daily / regular mobility
EU27	53	21	15	2	1
SEX					
Male	61	18	10	2	1
Female	47	23	19	1	1
AGE					
15 - 24	35	39	14	2	0
25 - 39	64	17	11	1	0
40 - 54	63	14	13	1	1
55 +	46	21	19	2	2
EDUCATION (end of)					
Until 15 years of age	45	19	20	3	3
16 - 20	59	17	14	1	1
20 +	62	18	11	1	0
Still in education	32	41	15	2	0
SUBJECTIVE URBANIZATION					
Metropolitan area	42	35	13	1	1
Other towns	49	21	19	1	1
Rural zones	64	13	12	2	2
OCCUPATION					
Self-employed	72	10	9	3	1
Employee	66	17	9	1	0
Manual worker	64	16	11	2	0
Not working	40	26	20	2	2
DRIVE					
Primarily driven car	78	7	8	1	0
Other	29	34	21	2	2

Q2. What is the main mode of transport that you use for your daily activities?

1.3. Improvement of public transport to encourage less car usage

Supposing that public transport can be popularized by better service, we asked those citizens who primarily use their car for daily mobility about what improvements to public transportation might encourage them to drive less often. The two most popular answers were *better schedule (regularity and operating hours)* (29%) and *better connections to regular destinations* (28%). 12% of primary car users said that stops should be closer to their residence, while only 6% are concerned about security in public transportation. However, a remarkable proportion of this group said that under no circumstances would they use their car less (22%). 3% did not know or did not want to answer this question.

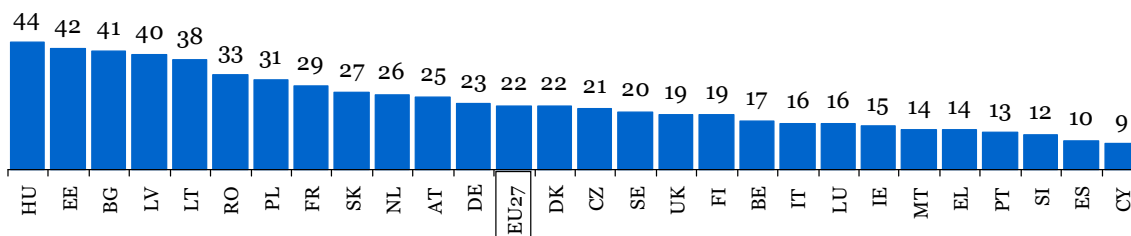
In what aspect the public transport should be better



Q6. In order to encourage you to use your car less, in what aspect should the public transport be better? %; Base: those who use car primarily for daily mobility

Hungarian drivers are the least likely to change their attitudes regardless of changes to public transport, 44% of respondents there stating that none of the above mentioned scenarios would encourage them to use their car less. Cypriot respondent are the most optimistic regarding change in this regard; only 9% of respondents said that they would not change their attitude.

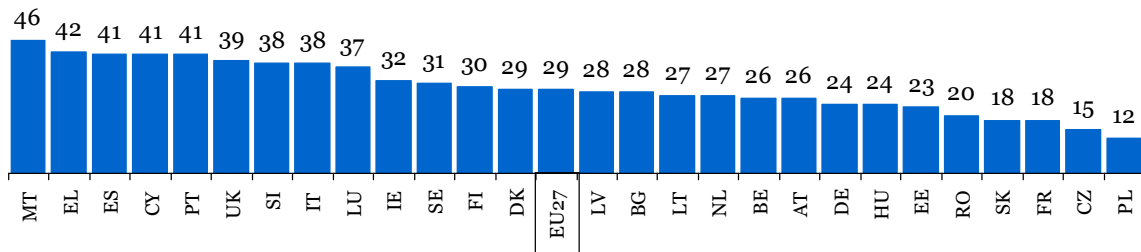
**In what aspect the public transport should be better:
None of the above, you would not use the car less**



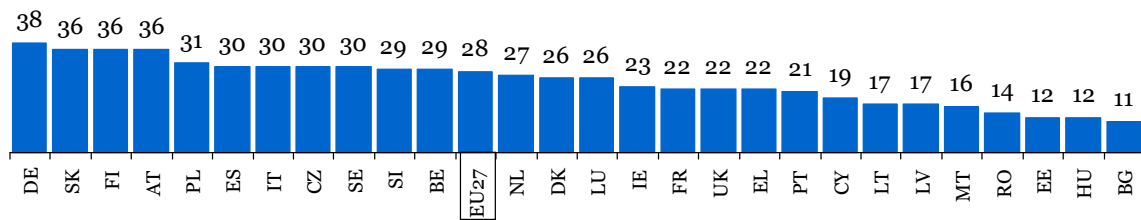
Q6. In order to encourage you to use your car less, in what aspect should the public transport be better? %; Base: those who use car primarily for daily mobility, by country

Regarding potential change one by one, and at a country-to-country level: A better schedule is the best stimulus for the respondents of Malta, (46% of them support this change) while Poles offer the least support for this amendment (12%). The Danish are the most interested in better connections (38%), and the Bulgarians would be the least likely to be swayed by this improvement (11%). The Irish (23%) and the French (18%) find the closer proximity of stops a more effective amendment, while Bulgarians (6%) and Latvians (5%) consider it less convincing. In Romania, the Czech Republic and Cyprus, respondents are the most likely to say that a more secure public transportation system would encourage them to drive less (18%, 15%, and 12% respectively). However, the Austrians, the Finns (both with only 3%) and the Swedes (2%) are the least interested in this potential improvement.

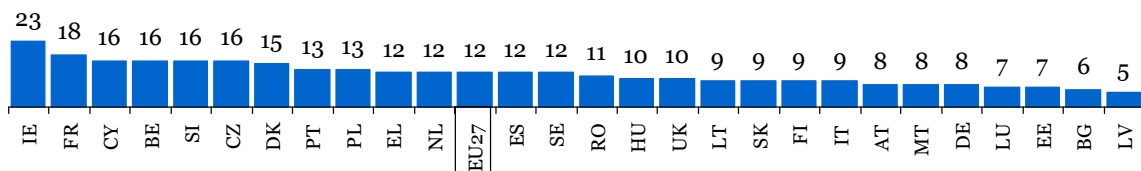
In what aspect the public transport should be better: Better schedule (regularity and operating hours)



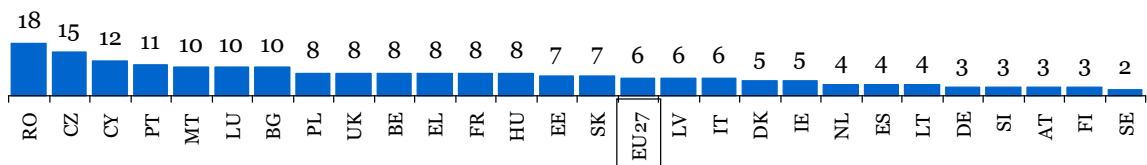
Better connection to your regular destinations



Closer proximity of stops to where you live



Security of public transport



Q6. In order to encourage you to use your car less, in what aspect should the public transport be better?
%, Base: those who use car primarily for daily mobility, by country

Those least likely to use their cars less are most likely to be drivers who are men, from the oldest generation, having medium education, those living in smaller cities or rural areas, and the self-employed.

A better schedule is more crucial for the youngest generation, (the overlapping group of) those still in school, those living in cities and for employees. Considering the improvement in terms of better connections, those aged 25-39 and 40-54 find it more important than the youngest and the oldest generation, those with the highest level of education find it more important than those with less education and those still in school, and it is also more important to respondents living in cities than to those living in rural areas. Employees emphasized this aspect more than any other occupational group.

There are only slight differences when considering the importance of improved proximity as a way to make public transportation more popular; it is more important to women and the oldest generation and less important to those who are still in school. Every socio-demographic group considered better

security in the public transportation system the least effective way to encourage less car use. Although those living in metropolitan areas find it slightly more important than those in other groups.

Table2. In what aspect the public transport should be better (% by demography)

	None of the above, you would not use the car less	Better schedule (regularity and operating hours)	Better connection to your regular destinations	Closer proximity of stops to where you live	Security of public transport
EU27	22	29	28	12	6
SEX					
Male	25	28	28	10	6
Female	19	30	29	13	6
AGE					
15 - 24	14	41	25	10	7
25 - 39	21	27	32	12	6
40 - 54	22	29	30	11	6
55 +	26	26	22	13	7
EDUCATION (end of)					
Until 15 years of age	23	29	23	12	7
16 - 20	25	27	27	12	6
20 +	20	28	33	12	5
Still in education	11	47	24	9	8
SUBJECTIVE URBANIZATION					
Metropolitan area	20	32	25	10	9
Other towns	23	30	28	10	6
Rural zones	23	26	29	13	5
OCCUPATION					
Self-employed	29	26	26	8	8
Employee	18	31	32	12	5
Manual worker	26	22	28	13	7
Not working	23	29	24	12	8
DRIVE					
Primary driver	23	28	29	11	6
Other	20	29	26	13	8

Q6. In order to encourage you to use your car less, in what aspect should the public transport be better?
%, Base: those who use car primarily for daily mobility

2. Cars and environment

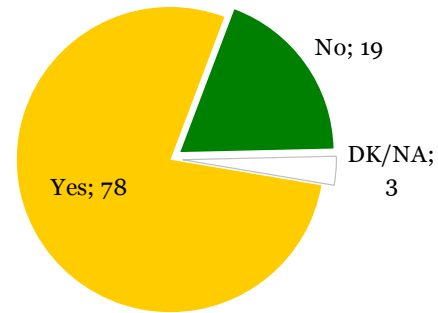
2.1. The impact of the type of car people drive and the way they use it on the environment

The vast majority, more than three-quarters (78%) of the population of the EU is of the opinion that the type of car people drive and the way that they drive it actually exerts a significant influence on their area's environment. At the same time, one-fifth (19%) of the population of the EU27 is of the contrary opinion, believing that the above factors have no influence on their respective environment.

The majority opinion detected and measured at EU level prevails in all the individual Member States, too. The proportion of citizens in the individual countries of the EU27 who believe that the type of cars and their manner of usage significantly influence the quality of their residential environment has only a relatively small range of variation.

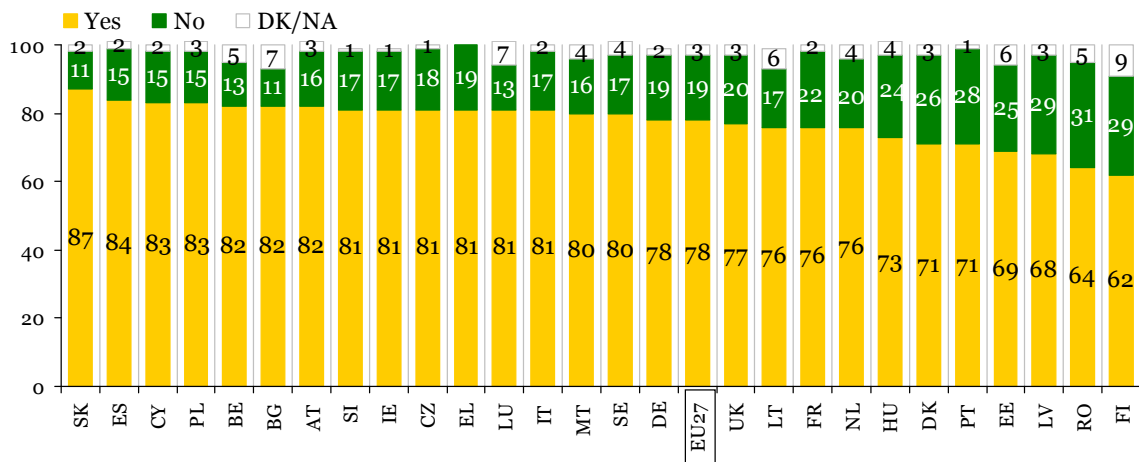
The citizens in Slovakia (87%), Spain (84%), Cyprus (83%) and Poland (83%) were most likely to believe that there was a strong relationship between the type and the manner of usage of cars and their effect on the environment of the respondent. This important impact was detected in Poland, Belgium, Bulgaria, Austria, Slovenia, Ireland, the Czech Republic, Greece, Luxemburg and Italy, too, where at least 8 citizens out of ten thought that these factors (the car type and the manner of usage of cars) influence the environment. As opposed to this, the ratio of those who did not see any essential relationship between these factors (type of car, type of usage of the car and the environment of the respondent) was the highest in Romania (31%), Latvia (29%) and Finland (29%).

The type of car and the way of its usage has an important impact on the environment in the respondents' area



Q3b. Do you think the type of car people drive and the way they use it has an important impact on: the environment in your area:
%, Base: all respondent

The type of car and the way of its usage has an important impact on the environment in the respondents' area



Q3b. Do you think the type of car people drive and the way they use it has an important impact on: the environment in your area
%, Base: all respondents, by country

If we look at the variations among the opinions of respondents by demographic segments, we detect few if any differences. However, it is more typical for women than men to believe that the type of cars and their usage have a significant influence on one's immediate environment. Younger people, especially those between the ages of 25 - 39, as opposed to those over 55 years of age, are of the same opinion. If we look at the respondents by their level of education we also find that there are more people who share the above opinion among those with the highest education (especially among those who attended educational institutions until at least the age of 20, or among those who are still studying), and the same applies to urban citizens and those who work as employees.

We did not find any significant differences between the respondents considering the usage of cars in the family, meaning that independent of whether the respondent was the primary driver of the family car or not, the respondents thought - in an equally high proportion - that the type of car and its method of usage did have a significant influence on their immediate environment.

Table 3. The type of car and the way of its usage has an important impact on the environment in the respondents' area (% by demography)

	Yes	No		Yes	No
EU27	78	19			
SEX			SUBJECTIVE URBANIZATION		
Male	76	22	Metropolitan area	85	13
Female	80	17	Other towns	82	15
AGE			Rural zones	71	26
15 - 24	79	19	OCCUPATION		
25 - 39	81	17	Self-employed	74	24
40 - 54	79	18	Employee	83	15
55 +	74	22	Manual worker	74	24
EDUCATION (end of)			Not working	76	20
Until 15 years of age	72	25	DRIVE		
16 - 20	77	20	Primarily driven car	79	19
20 +	82	16	Other	78	19
Still in education	83	16			

Q3_B. Do you think the type of car people drive and the way they use it has an important impact on: - the environment in your area

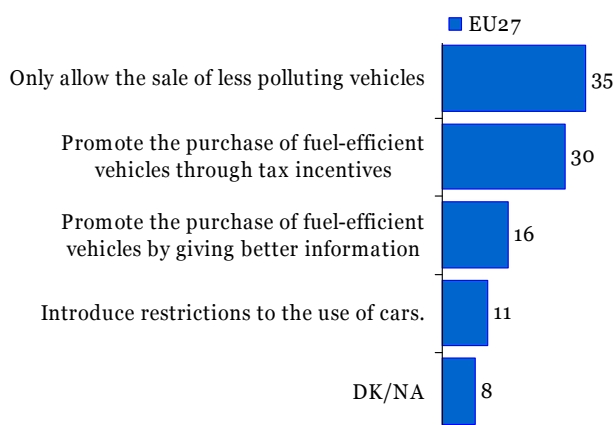
2.2. The best way to reverse the rise of CO2 emission from road transport

The majority (35%) of respondents from the EU27 believe that the best way to reverse the rise of carbon dioxide (CO2) emission, which has reached a very high level due to road transport, would be to permit only the sale of less polluting vehicles. However, the ratio of those citizens in the EU27 who think that CO2 emissions could be reduced most efficiently by promoting, via tax incentives, the purchase of fuel-efficient vehicles was rather high (30%), too.

There are significantly fewer people among the citizens in the EU who are of the opinion that if the sale of fuel-efficient cars were promoted by more efficient and better information campaigns (16%) or if the car usage was restricted (11%) these methods would help in the best way to reverse the rise of CO2 emissions from road transport.

There were 8% of citizens who could not or did not want to answer the question.

The best way to reverse the rise of CO₂ emissions from road transport



Q5. Road transport generates about one fifth of the EU's harmful emissions. Between 1990 and 2004, CO₂ emissions from road transport rose by 26%. Which is the best way to reverse this trend?
%, Base: all respondents

The opinions of the respondents in the individual countries differ slightly from each other in their preferences concerning the best way to reverse the rise of CO₂ emissions from road transport.

At the level of the EU27 countries, the most preferred method to reverse the rise of CO₂ emissions from road transport would be *"only to allow the sale of less polluting vehicles"*. However, if we look at the individual countries, we find that the proportion of those respondents who considered the above method the best was the highest in Spain (47%), Slovenia (44%) and the Czech Republic (43%), while this proportion was the lowest among the Swedish (18%) and the Finnish (21%) respondents. In this case, the difference between the *first* and the *last* country was 29 percentage points. In the majority of the EU27 countries, in 16 of them, this method of solving the CO₂ problem was mentioned in the first place with the highest ratio. These countries are Spain, Slovenia, the Czech Republic, Portugal, France, Italy, Malta, Romania, The Netherlands, Belgium, Poland, Latvia, Bulgaria, Slovakia, Luxemburg and Greece.

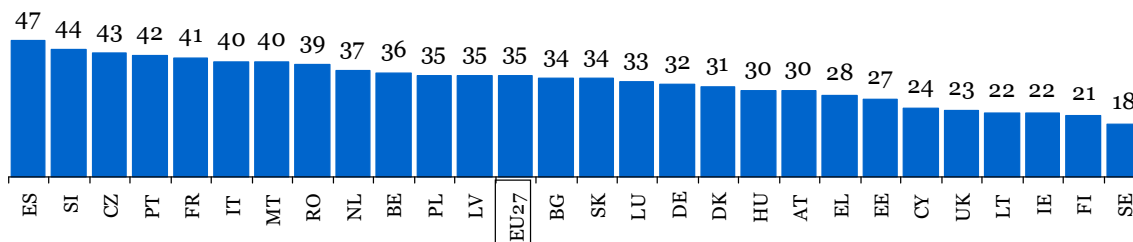
We find the biggest difference between individual countries if we analyse the following opinion: *"promote the purchase of fuel-efficient vehicles through tax incentives"* (in order to reduce the rise of CO₂ emission from road transport). While half (50%) of the Finnish respondents agreed with the above solution, only 16% of the Spanish shared this opinion. The ratio of those who agreed with the application of the above method was also high in Lithuania (44%) and in Ireland (44%), and was also relatively low in Romania (19%), Luxemburg (20%) and the Czech Republic (20%). This was the first or second most frequently given answer at the level of the EU27 countries, and was chosen as the best solution in 10 Member States (including Finland, Lithuania, Ireland, Germany, the United Kingdom, Cyprus, Sweden, Denmark, Austria and Greece).

The ratio of those who consider *"promoting the purchase of fuel-efficient vehicles by giving better information"* the best method to reduce the rise of CO₂ emission was 28% among the Swedish, 26% among the Slovakian, and 21% among the UK respondents. The ratio of those respondents who shared the above opinion was also relatively high (20%) among the citizens in Ireland and Luxemburg. The ratio of those respondents who preferred this method was the lowest in Malta (8%), and was similarly low in Slovenia (9%) and Bulgaria (10%), too.

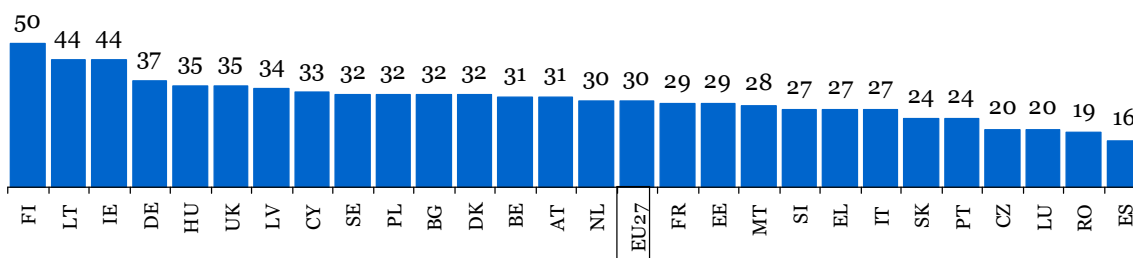
The Greeks were the most likely to give preference to the method of *"introducing restrictions to the use of cars"* (23%). Citizens in Cyprus were the second most likely to cite this as a preference (18%), though the ratio of support in the latter country is significantly lower. The French and the Polish respondents were the least supportive of this method (7% each). Introducing restrictions to the use of cars was considered the least efficient solution to reverse the rise of CO₂ emission from road transport

by the citizens in all but 6 of the EU27 countries. In Slovenia, Greece, Bulgaria, Italy, the Czech Republic, Hungary, Cyprus and Austria "promote the sales of fuel-efficient vehicles by giving better information", and not "introducing restrictions to the use of cars" was the least likely to be mentioned among the possible methods to reverse the rise of CO2 emission from road transport

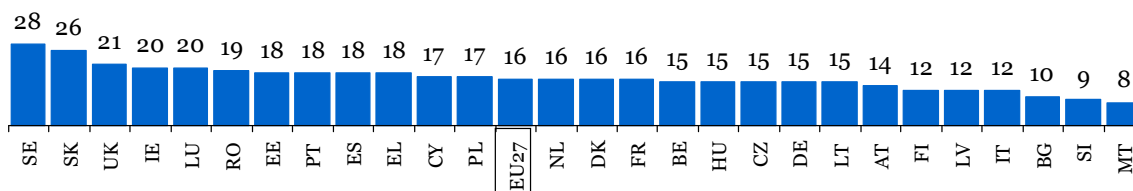
**The best way to reverse the rise of CO2 emissions from road transport:
Only allow the sale of less polluting vehicles**



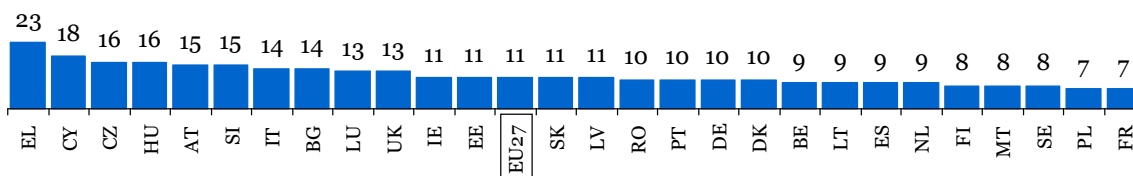
Promote the purchase of fuel-efficient vehicles through tax incentives



Promote the purchase of fuel-efficient vehicles by giving better information



Introduce restrictions to the use of cars



Q5. Road transport generates about one fifth of the EU's harmful emissions. Between 1990 and 2004, CO₂ emissions from road transport rose by 26%. Which is the best way to reverse this trend?
%, Base: all respondents, by country

Women, those over the age of 55, and those with the lowest level of education consider the method of "only allowing the sales of less polluting cars" to be the best way to reduce the rise of CO2 emissions from road transport. The above opinion was shared the least by men and by employees. Those respondents who do not drive were more inclined to think that "only allowing the sales of less polluting cars" was the best way to reduce the rise of CO2 emission from road transport than those who are the primary driver of a car in their household.

Between genders, men, among the age groups those between the age of 25 and 39, and between different educational levels those with the highest level of education and the employees considered the method of *"promoting the purchase of fuel-efficient vehicles through tax incentives"* the best way to reduce the rise of CO₂ emissions from road transport (this method was mentioned by a relatively higher proportion of these demographic groups than by others). At the same time, the citizens with the lowest level of education were significantly less likely to consider this method to be the most efficient way to reduce CO₂ emissions. Those who are the primary driver of a car in their household considered this method to reverse the increase of CO₂ emissions as an optimum solution in a much higher proportion than did other car users.

"Promote the purchase of fuel-efficient vehicles by giving better information" was most likely to be chosen as the best way to reverse the rise of CO₂ emissions from road transport by the youngest age group and by manual workers. At the same time, *"introducing restrictions to the use of cars"* was most likely to be considered the best way to reverse the rise of CO₂ emission from road transport by those with the lowest level of education.

Table 4. The best way to reverse the rise of CO₂ emissions from road transport (% by demography)

	Introduce restrictions to the use of cars.	Only allow the sale of less polluting vehicles	Promote the purchase of fuel-efficient vehicles by giving better information	Promote the purchase of fuel-efficient vehicles through tax incentives
EU27	11	35	16	30
SEX				
Male	10	33	16	33
Female	12	37	17	27
AGE				
15 - 24	12	35	21	29
25 - 39	9	34	17	35
40 - 54	10	34	15	33
55 +	13	37	15	24
EDUCATION (end of)				
Until 15 years of age	14	38	14	21
16 - 20	10	34	17	31
20 +	10	34	16	35
Still in education	11	36	19	30
SUBJECTIVE URBANIZATION				
Metropolitan area	10	35	16	32
Other towns	12	36	16	29
Rural zones	10	34	17	30

(cont. Table 4.)

	Introduce restrictions to the use of cars.	Only allow the sale of less polluting vehicles	Promote the purchase of fuel-efficient vehicles by giving better information	Promote the purchase of fuel-efficient vehicles through tax incentives
OCCUPATION				
Self-employed	6	36	15	35
Employee	9	33	17	37
Manual worker	10	35	20	29
Not working	13	36	16	25
DRIVE				
Primarily driven car	9	34	16	34
Other	13	36	16	26

Q5. Road transport generates about one fifth of the EU's harmful emissions. Between 1990 and 2004, CO₂ emissions from road transport rose by 26%. Which is the best way to reverse this trend?

2.3. Actions taken by citizens to save fuel

In the countries of the EU27, more than half (57%) of the respondents who are the primary driver of a car in their household tried to save fuel either by adapting their driving style or by walking or cycling more (56%). Much fewer, approximately one quarter, of the respondents used - for the purpose of saving fuel - public transport more often (26%), or changed to another car which consumes less fuel (25%).

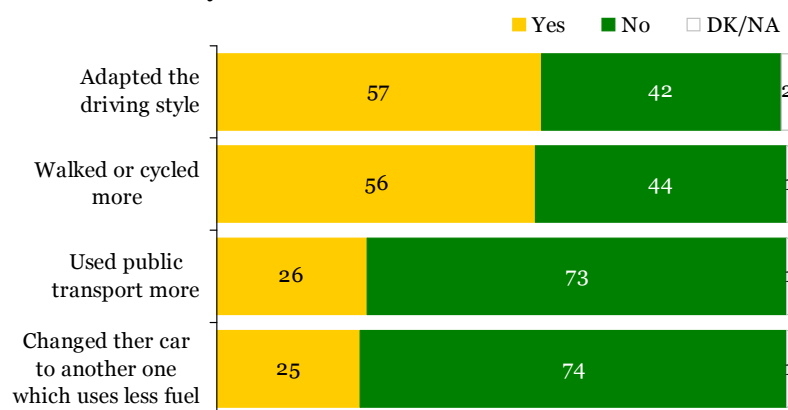
In the countries of the EU27, 16% of the respondents who are the primary driver of a car in their household did not use any of the methods indicated in the questionnaire in the past one year, and 4% of them applied *all* the methods mentioned to save fuel (more details on this are available later in this section).

In the EU15 Member States, those respondents who are the primary driver of a car in their household tried to save fuel in

the recent past by adapting their driving style (58%), walking or cycling more (58%), or by using public transport more often (27%) – the respective figures from NMS12 are 52%, 41% and 22%. While in the New EU Member States drivers were more likely to try to save fuel by changing their car to another one which uses less fuel (33% - the respective ratio in the EU15 countries was 24%).

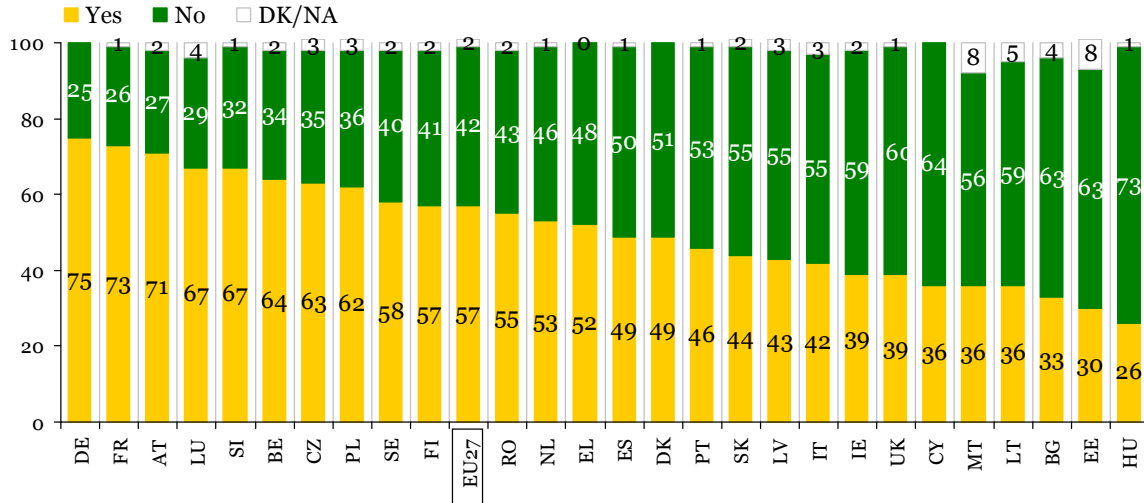
It is primarily typical of the Germans (75%), the French (73%) and the Austrians (71%) to try to save fuel by changing their driving style. The ratio of those who mentioned the above method to save fuel was the lowest among the Hungarians (26%). Relatively more of the respondents in Luxemburg, Slovenia, Belgium, the Czech Republic and Poland changed their driving style to save fuel, too (at least every sixth of the primary car users in the above countries mentioned this solution).

Actions taken by the citizens to save fuel



Q7. During the past year, have you done any of the following to save fuel?
%, Base: those who has a car at disposal

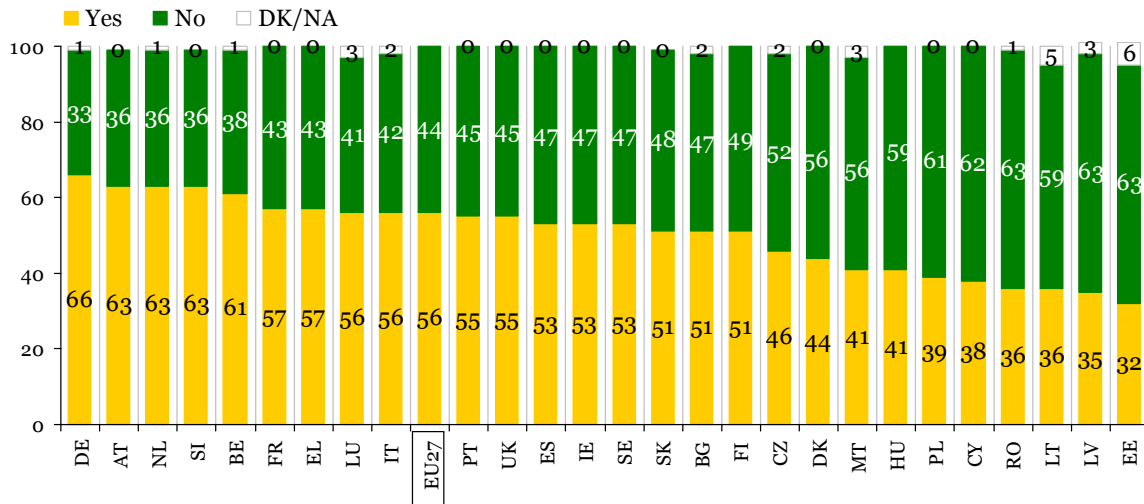
Doing anything to save fuel: adapted the driving style



Q7. During the past year, have you done any of the following to save fuel?
% Base: those who has a car at disposal, by country

At least six out of ten of the respondents who are the primary driver of a car in their household in Germany (66%), Austria (63%), the Netherlands(63%), Slovenia (63%) and Belgium (61%), said that they tried to save fuel by walking or cycling more. In the Baltic states and in Romania, only roughly one third of those in this category said that they try to walk or cycle more to save fuel (the respective ratio was the lowest in Estonia, 32%).

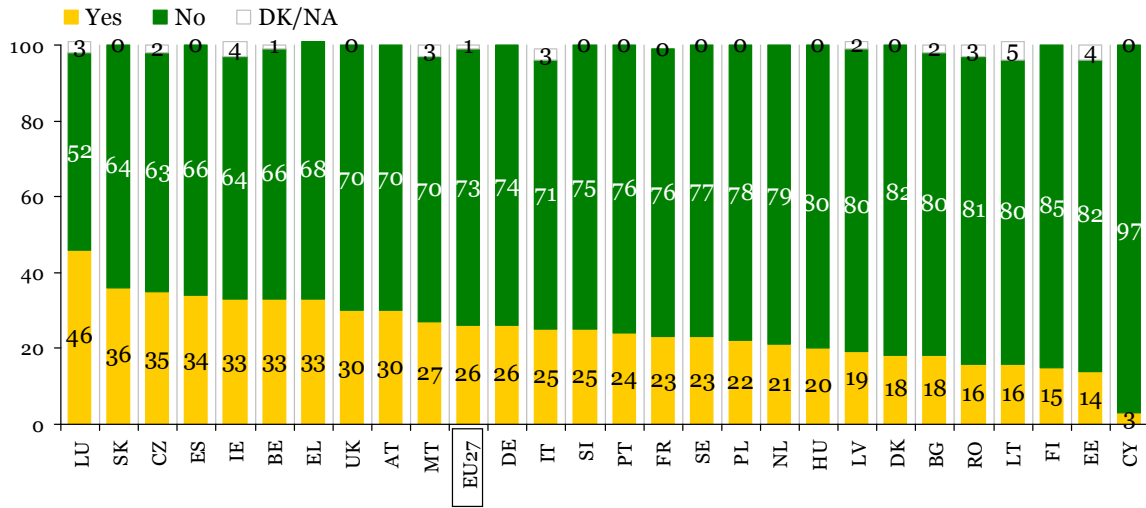
Doing anything to save fuel: walked or cycled more



Q7. During the past year, have you done any of the following to save fuel?
% Base: those who has a car at disposal, by country

There were no countries where at least half of those who are the primary driver of a car in their household mentioned using public transport more to save fuel. The ratio of the primary car users who try to save fuel in this way was the highest in Luxemburg (46%), and the lowest in Cyprus (3% – Cyprus provides very limited possibilities for public transportation). Besides the respondents in Cyprus, the ratio of primary car users who use public transport more to save fuel was also relatively low in Estonia and Finland (14% and 15%).

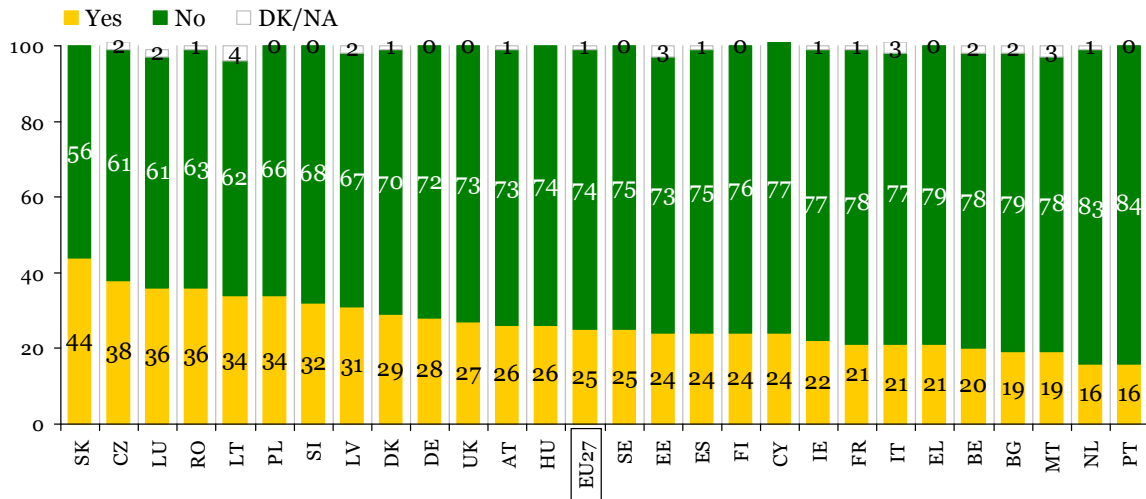
Doing anything to save fuel: used public transport more



Q7. During the past year, have you done any of the following to save fuel?
% Base: those who has a car at disposal, by country

As we have already indicated, the only recently applied method to save fuel which was mentioned by more of the drivers in the New Member States than in the Old Member States was to change their car to another one which consumes less fuel. Opting for this solution was the most typical of the Slovaks, 44% of them mentioning this as a good way to save fuel. They were followed by the Czechs (38%), the citizens in Luxemburg (36%), and those of Romania (36%). The primary car users of Portugal (16%) and the Netherland (16%) are at the low end of this ranking.

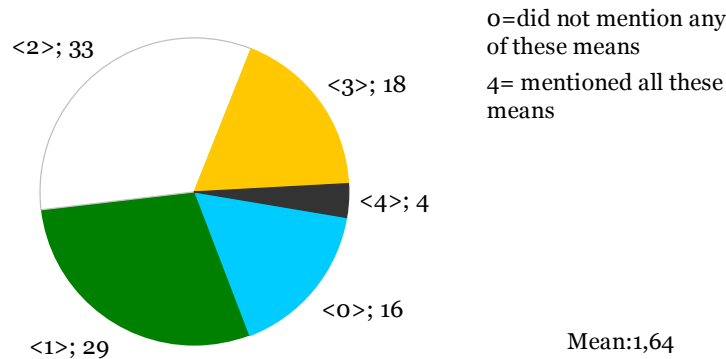
Doing anything to save fuel: changed your car to another one which uses less fuel



Q7. During the past year, have you done any of the following to save fuel?
% Base: those who has a car at disposal, by country

The percentage of those EU drivers who did not mention any of the methods listed in the questionnaire to save fuel was 16%, that of those who mentioned only one method was 29%, the ratio of those respondents who mentioned two methods was 33%, who mentioned three methods was 18%, and the ratio of those respondents who mentioned all four methods was 4%. On an average, citizens in the EU27 countries who are the primary drivers of a car in their household have applied on average less than two (1,64) strategies during the past year to save fuel.

Doing anything to save fuel: adapted your driving style, used public transport more, walked or cycled more and changed your car to another one which uses less fuel (count all the „yes” answers)

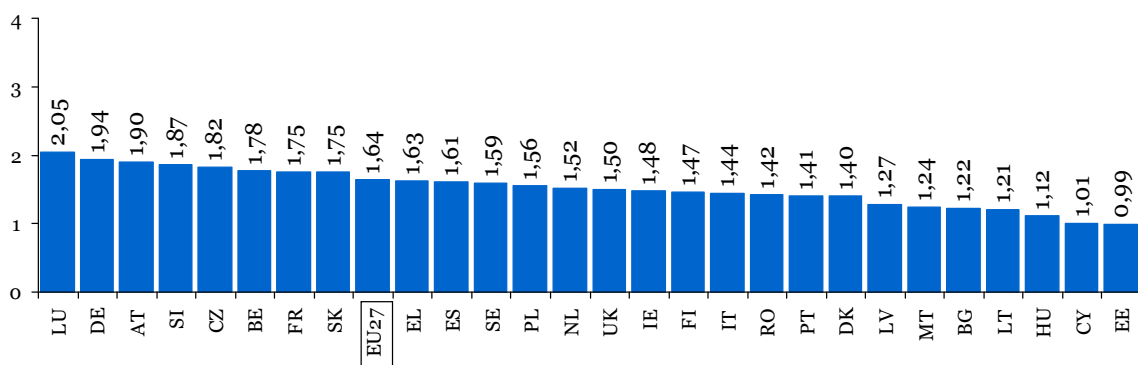


Q7. During the past year, have you done any of the following to save fuel?
%, Base: those who has a car at disposal, by country

We have also analysed the average (how many different methods did the primary car users of the EU27 countries use to save fuel) at the level of the individual countries and by socio-economic groups. The average ratio was the highest among the citizens in Luxembourg (2,05), meaning that on an average the citizens in Luxembourg have tried two different methods to save fuel during the past year. They were followed by the Germans (1,94), the Austrians (1,90), the Slovenians (1,87), and the Czech (1,82). However, the Belgians (1,78%), the French (1,75%) and the Slovaks (1,75%) also exceeded the average of the EU15 countries in this respect. The citizens in Estonia (0,99) and Cyprus (1,01) are at the end of this hierarchy of countries.

Doing anything to save fuel: adapted your driving style, used public transport more, walked or cycled more and changed your car to another one which uses less fuel (count all the „yes” answers and calculating the averages)

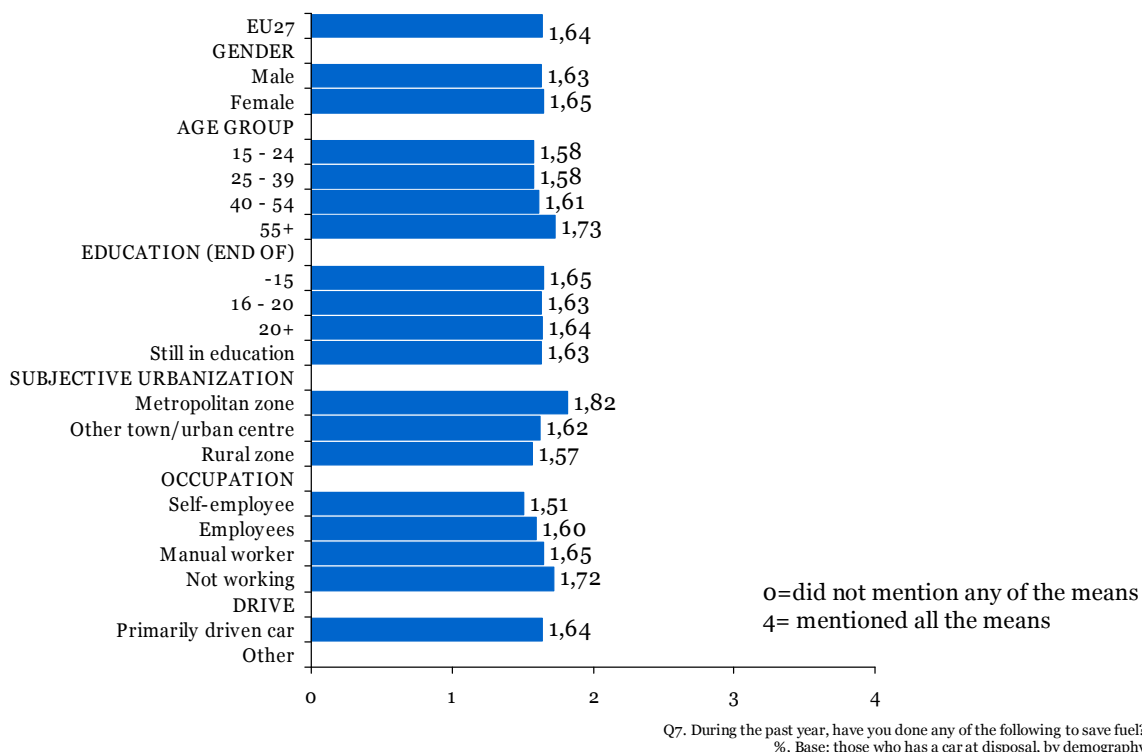
0=did not mention any of these means
4= mentioned all these means



Q7. During the past year, have you done any of the following to save fuel?
%, Base: those who has a car at disposal, by country

If we investigate the issue of how many methods were used, on an average, by primary car users to save fuel during the past few years we find that citizens in the metropolitan zones were the ones who tried the largest number of different approaches (average = 1,82). Similarly, citizens over the age of 55 (1,73), and the inactive population (1,72) also used various methods to save fuel. Among those respondents who are the primary driver of a car in their household, the self-employed used the least number of methods to try to save on fuel consumption (average = 1,51).

**Doing anything to save fuel:
adapted your driving style, used public transport more, walked or cycled more and changed your
car to another one which uses less fuel (count all the „yes” answers and calculating the averages)**



The Annex Tables presenting the Q7 a-d questions show, in detail, the data on the proportion of the different methods used or mentioned by the demographic segments to save fuel. In summary we can say that there are no outstanding patterns.

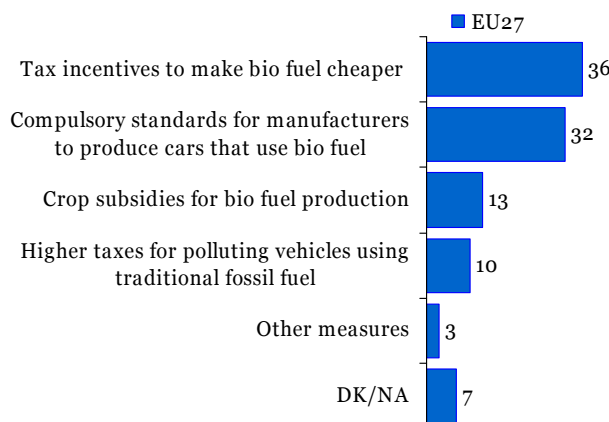
While primary car users over the age of 55 (together with the inactive population and with those who have the lowest educational level) were rather inclined to save fuel by adapting their driving style, or by walking and/or cycling more, the youngest respondents, and the citizens in metropolitan zones tried to save fuel by using public transport more frequently.

Primary car users between the ages of 25 and 39, those with a medium educational level, and the citizens in metropolitan zones mentioned in higher proportion than the other demographic segments that they have changed their car to a more fuel-efficient one.

2.4. Incentives for using the bio fuel

According to 36% of EU citizens, the best method to encourage the use of bio fuel is to make it cheaper via tax incentives. The second most preferred (almost as popular) measure was to define compulsory standards for manufacturers to produce cars that use bio fuel (32%). The remaining measures were mentioned by a much smaller proportion (around one tenth) of the citizens. Crop subsidies for bio fuel production was mentioned by 13%, and higher taxes for polluting vehicles using traditional fossil fuels by 10% of the respondents. 3% opted for other measures not presented in the questionnaire and 7% of citizens who could not or did not want to answer the question.

The best measure to encourage the use of biofuels



Q8. Bio fuels are renewable fuels that can reduce fossil oil dependence of vehicles. Which is in your opinion the best measure to encourage the use of bio fuels?
%, Base: all respondents

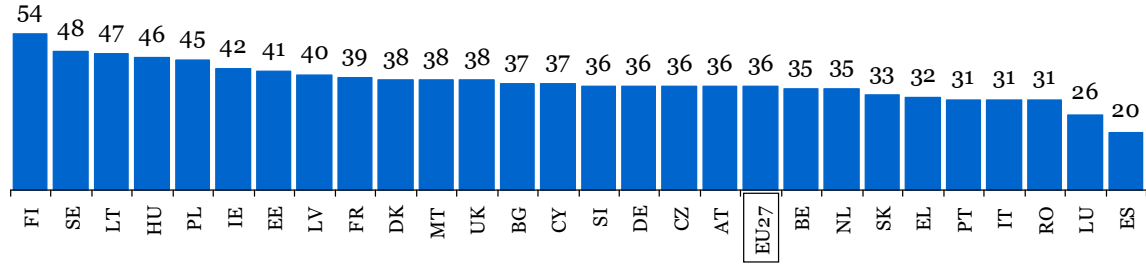
There is a high level of variation between individual Member States in the degree to which different measures were mentioned. The Finnish were the most likely to mention (more than half of the population) that *reducing the price of bio fuel* would best promote the consumption of bio fuel (54%). A relatively high proportion of the Swedish (48%), the Lithuanians (47%) and the Hungarians (46%) also shared this opinion. The Spanish were least likely to pick this approach – to decrease bio fuel prices – to encourage the use of it (20%). Still, in most Member States (in 20 countries out of the 27), this incentive was given the highest preference.

In the remaining 7 (seven) countries, (Portugal, the United Kingdom, Germany, Austria, Spain, Italy and Greece) "*compulsory standards for the manufacturers to produce cars that use bio fuel*" was the most trusted measure. Among the citizens in the above countries, the Portuguese were the most supportive (43%) of this method. They were followed by those in the UK (40%), in Germany (39%), Austria (38%) and Spain (36%). This method was considered to be the least efficient way to encourage the purchase and the use of bio fuel by the citizens in Malta (14%) and Finland (16%).

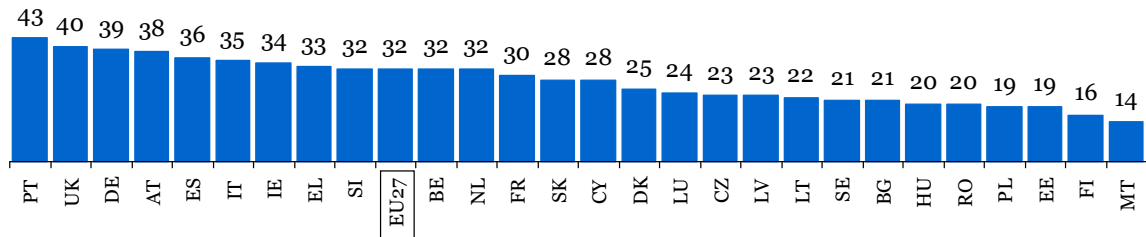
In every country, less than one fourth of the population considered crop subsidies for bio fuel production the best method to encourage the use of bio fuel. This ratio was the highest among the Hungarians (24%) and was also relatively high in Slovakia (21%) and Poland (20%). This incentive was considered to be the best by only 5% in Germany 6% in the UK, and 7% in Ireland.

At the level of the EU27 countries, higher taxes for polluting vehicles using traditional fossil fuel was also considered to be an efficient tool to encourage the consumption of bio fuel by only a very small proportion of the respondents, but there are differences among the individual Member States in this respect: the citizens in Luxemburg (17%) and Denmark (17%) mentioned it relatively most frequently, while the Hungarians (3%) and the Polish (8%) quite rarely.

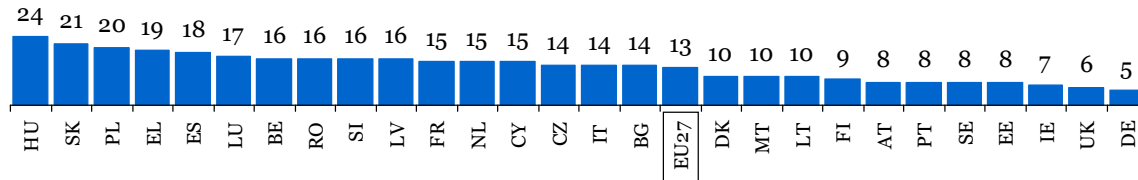
**The best way to encourage the use of biofuels:
Tax incentives to make bio fuel cheaper**



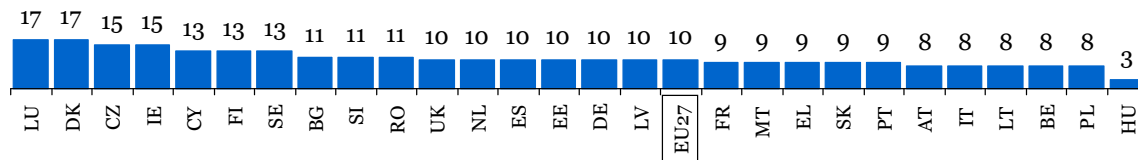
Compulsory standards for manufacturers to produce cars that use bio fuel



Crop subsidies for bio fuel production



Higher taxes for polluting vehicles using traditional fossil fuel



Q8. Bio fuels are renewable fuels that can reduce fossil oil dependence of vehicles. Which is in your opinion the best measure to encourage the use of bio fuels?
%, Base: all respondents, by country

Women were more likely than men to favour compulsory standards for manufacturers to produce cars that use bio fuel, while men considered all the other incentives more efficient than the one mentioned by the highest proportion of female respondents.

In the age group of 25 to 39 years of age, there was a higher ratio of those who mentioned more frequently than the other age groups *tax incentives to make bio fuel cheaper*. Other demographic groups (besides the age group of 25 - 39, the most qualified respondents, the manual workers and the primary car users) also thought that tax incentives to make bio fuel cheaper would be the most efficient way to encourage the use of bio fuel.

At the same time, a higher proportion of the members of the youngest age group consider *higher taxes for polluting vehicles using traditional fossil fuels* to be the best incentive. Besides the youngest age group, the option for higher taxes for polluting vehicles was indicated by a relatively higher proportion of those who are still in school, too.

The highest proportion of respondents in the age group of 25 - 39 thought that *compulsory standards for manufacturers* are the best way to encourage the use of bio fuel; the same attitude hold those who are still in school and employees with relatively higher ratio, too. This method was considered to be the best to encourage the use of bio fuel by more of those who drive their car than by others.

It is more than evident, that the ratio of those who found *crop subsidies for bio fuel production* to be the best way to promote the use of bio fuel was the highest among citizens in rural zones and the lowest among citizens in metropolitan zones. The ratio of those who share the above opinion is relatively higher among manual workers than in the other demographic segments.

Table 5. The best way to encourage the use of bio fuels (% , by demography)

	Tax incentives to make bio fuel cheaper	Compulsory standards for manufacturers to produce cars that use bio fuel	Crop subsidies for bio fuel production	Higher taxes for polluting vehicles using traditional fossil fuel
EU27	36	32	13	10
SEX				
Male	36	31	13	10
Female	35	33	12	9
AGE				
15 - 24	34	33	13	14
25 - 39	39	35	11	9
40 - 54	36	34	13	9
55 +	33	29	13	9
EDUCATION (end of)				
Until 15 years of age	31	30	13	8
16 - 20	37	31	14	9
20 +	38	34	10	9
Still in education	33	36	11	14
SUBJECTIVE URBANIZATION				
Metropolitan area	36	33	11	11
Other towns	34	34	12	9
Rural zones	36	31	14	9
OCCUPATION				
Self-employed	37	34	14	7
Employee	38	36	11	9
Manual worker	39	27	15	9
Not working	33	30	13	11
DRIVE				
Primarily driven car	38	34	12	8
Other	33	31	13	11

Q8. Bio fuels are renewable fuels that can reduce fossil oil dependence of vehicles. Which is in your opinion the best measure to encourage the use of bio fuels?

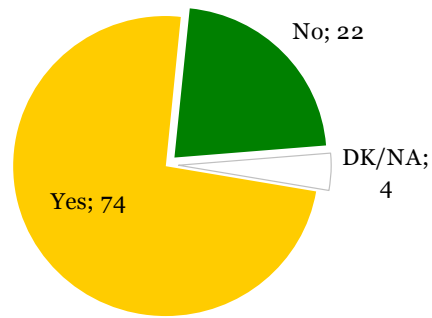
3. Traffic situation

3.1. The impact of the type of car people drive and the way they use it on the traffic situation

Three quarters of the citizens in the European Union think that the type of car and the way that it is used have an important impact on the traffic situation in their residential area (74%).

Every fifth citizen of the European Union believes that the type of car and the way that it is used *have no effect* on the traffic situation in their area (22%). If we investigate the individual Member States, we see that the share of those who disagree with the statement is the highest in Romania (39%). This opinion (i.e. the car type and its method of usage has no effect on traffic) is also held by a relatively large percentage of the population in Finland (35%) and in Estonia (34%). There are also a large number of people in Hungary and Portugal who do not see relationship between the type of car and the way it is used and the traffic situation in their area (30-30% disagree).

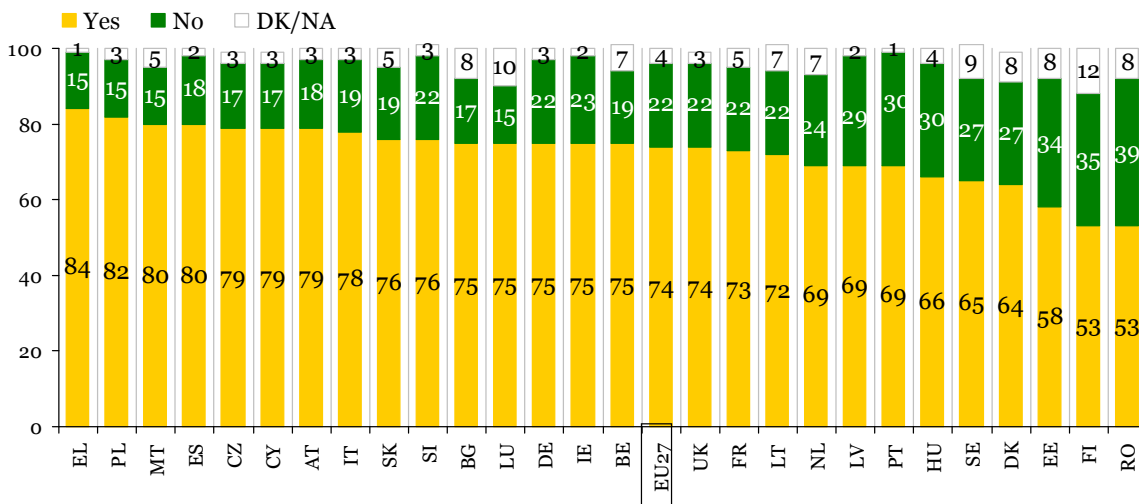
Type of car and the way of its usage has an important impact on the traffic situation in the respondents' area



Q3a. Do you think the type of car people drive and the way they use it has an important impact on: the traffic situation in your area
%, Base: all respondents

On the other hand, the ratio of those who do see a connection between these two factors was highest in Greece (84%) and Poland (82%), and this ratio was also high in Malta and Spain (80% both).

Type of car and the way of its usage has an important impact on the traffic situation in the respondents' area



Q3a. Do you think the type of car people drive and the way they use it has an important impact on: the traffic situation in your area
%, Base: all respondents, by country

The share of those who agreed with the statement linking car type and usage to the traffic situation was relatively higher among women, in the age group of 25-39, among those with the highest level of education, among citizens in metropolitan areas, and employees. The opposite opinion was more likely

to be held by men, the youngest generation, those with the lowest educational level, inhabitants of rural zones, and manual workers.

There are more people among car drivers who do see a connection between these items than there are among those who are not the primary users of a car, or those who do not have a car at all.

Table 6. Type of car and the way of its usage has an important impact on the traffic situation in the respondents' area (% , by demography)

	Yes	No		Yes	No
EU27	74	22		74	22
SEX			SUBJECTIVE URBANIZATION		
Male	73	24	Metropolitan area	81	16
Female	76	20	Other towns	78	18
AGE			Rural zones	67	29
15 - 24	73	25	OCCUPATION		
25 - 39	77	20	Self-employed	73	24
40 - 54	75	22	Employee	78	20
55 +	73	22	Manual worker	70	26
EDUCATION (end of)			Not working	73	22
Until 15 years of age	70	24	DRIVE		
16 - 20	74	22	Primarily driven car	76	21
20 +	78	19	Other	73	23
Still in education	75	22			

Q3_A. Do you think the type of car people drive and the way they use it has an important impact on: - the traffic situation in your area

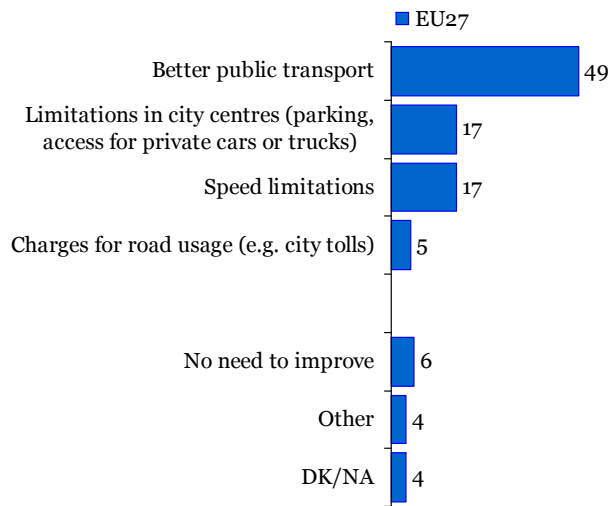
3.2. Measures that could improve the traffic situation in the city or nearby

Relatively few people, only 6% in the EU are of the opinion that there is no need to improve the traffic situation in their city (or in the closest urban centre if they are living in a rural area). Beside there are other 4% who could not or did not want to answer the question. In total, the vast majority (90%) are of the opinion that the traffic situation in their area should be improved by some of the means the questionnaire listed.

Nearly half of the citizens in the European Union (49%) think that *better public transport* could significantly improve the traffic situation in their (closest) city.

There are much fewer people who firmly believe that either *limitations* in the city centre (17%), or speed limits (17%) could improve the traffic situation. The ratio of those who think that *charges for road usage* (city tolls) could actually improve the traffic situation in their respective area is even lower (5%). 4% of EU27 citizens think that *other* measures than those presented in the questionnaire could improve the traffic situation in their area.

Measures that could improve the traffic situation in the city and nearby

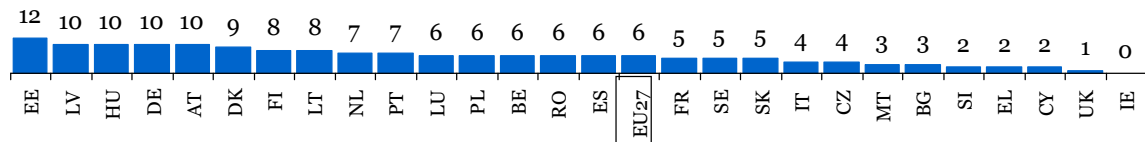


Q4. Thinking of the city you are living or the one you live nearby, which of the following measures could, in your opinion, improve the traffic situation there? %; Base: all respondents

Though at the level of the EU27 there are relatively few people who say that *there is no need to improve the traffic situation in their area*, the opinions on this matter in individual countries is not completely uniform.

The share of those who think that there is no need to improve the traffic situation in their area was the highest in Estonia (12%), but this opinion is shared by a relatively large proportion of people in Latvia (10%), Hungary (10%), Germany (10%) and Austria (10%) as well. This opinion was shared in the lowest proportions in Ireland (0,4%) and the United Kingdom (1%).

Measures that could improve the traffic situation in the city and nearby: No need to improve



Q4. Thinking of the city you are living or the one you live nearby, which of the following measures could, in your opinion, improve the traffic situation there? %; Base: all respondents, by country

We have analysed the composition of those who think that *there is a need to improve the traffic situation* in their residential area by demographic factors as well. There seems to be no difference in those who share this opinion by gender or by car usage.

Older citizens are more inclined to think that there is no need to improve the traffic situation. A similar direct relationship was measured when we analysed the respondents by the level of their education: the lower the educational level was, the more likely the respondents were to think that the traffic situation in their area should not be improved. And similarly, the smaller the settlement where the respondent lives, the higher the likelihood is that they believe there is no need to improve the traffic situation in their area.

Investigating the data by occupation, we see that the share of those who think that there is no need to improve the traffic situation in their area is relatively higher among the inactive population, and is relatively lower among both the self-employed and employees.

However, the majority of the citizens in the EU27 countries are of the contrary opinion, the vast majority (90%) of these respondents firmly of the belief that *there is a need to improve the traffic situation in their area*.

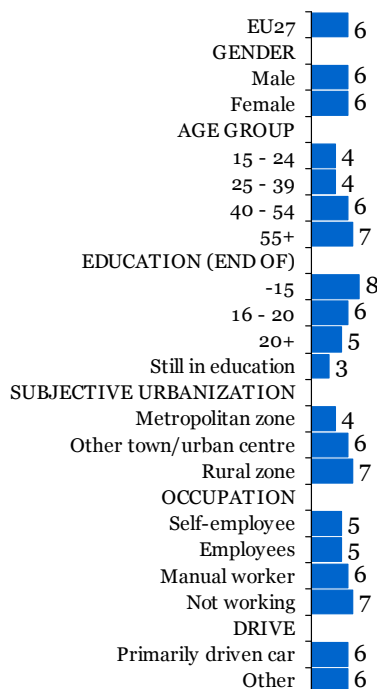
The proportion of those who think that **better public transport** is the right solution is higher in the EU15 countries than in the NMS12 (53% vs. 32%), and the introduction of various restrictions is in general more preferred by the citizens in the NMS12 countries than of the EU15 countries.

At the level of the EU27 countries, *better public transport* is considered to be the best solution for improving the traffic situation, but we have measured considerable differences at the level of individual countries. The proportion of those who are of the opinion that better public transport could significantly contribute to the improvement of congested traffic situation in their city is the highest in Ireland (67%), and is the lowest in Bulgaria (21%). There are also relatively more people in Italy (62%), the United Kingdom (60%) and Portugal (60%) who think that better public transport is the right solution to the traffic situation. In addition to the Bulgarians, this opinion is shared by relatively few citizens in Lithuania (24%), Latvia (25%), and Poland (27%), too, but even in these countries, one fourth of the population thinks that better public transport would be the right solution to the urban traffic problems they face.

Citizens in Greece are the most likely to think that *limitations in city centres* are the right solution in to traffic problems (33%). This opinion is also shared by a relatively high proportion of the population in Slovakia (27%), the Czech Republic (26%), Lithuania (26%), and Latvia (26%). The proportion of those who disagree with potential positive effects of limitations in the city is the lowest in Luxemburg (9%).

Speed limitations, as a possible way to improving the traffic situation in the city of the respondents was most likely to be mentioned by the Bulgarians (39%), but it was also given a relatively high

Measures that could improve the traffic situation in the city and nearby: no need to improve

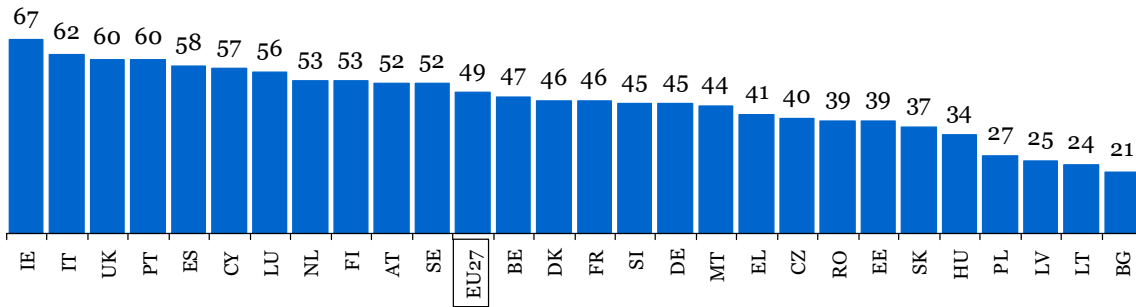


Q4. Thinking of the city you are living or the one you live nearby, which of the following measures could, in your opinion, improve the traffic situation there?
%, Base: all respondents, by demography

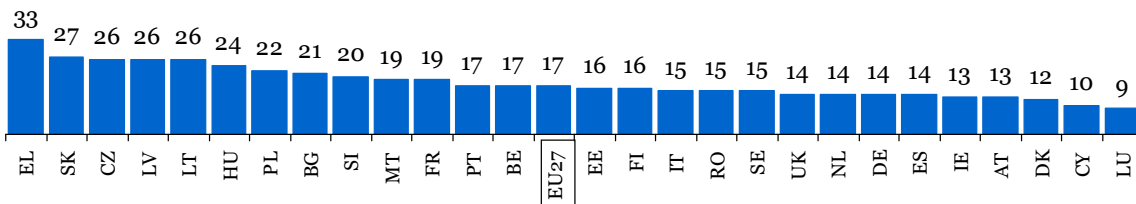
priority in Poland (28%) and Lithuania (26%). At the same time, only 9% of the Portuguese and Austrian citizens were of this same opinion.

The share of those who agree with the *introduction of city tolls* is generally low in the EU27 countries. This solution was considered worthwhile in the highest proportion in Romania (10%), but the share of those who agreed with it was also relatively high in Germany (8%) and in the Czech Republic (8%), and was the lowest in Spain (1%).

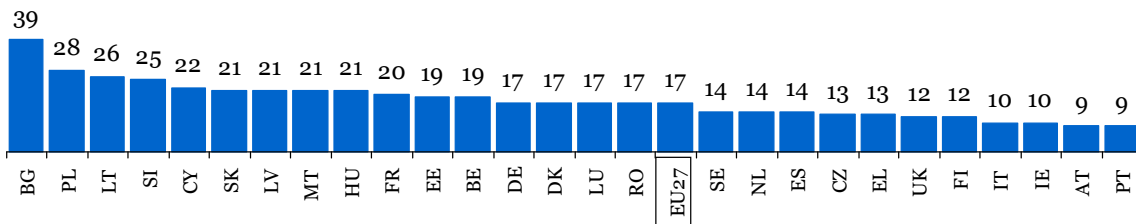
**Measures that could improve the traffic situation in the city and nearby:
Better public transport**



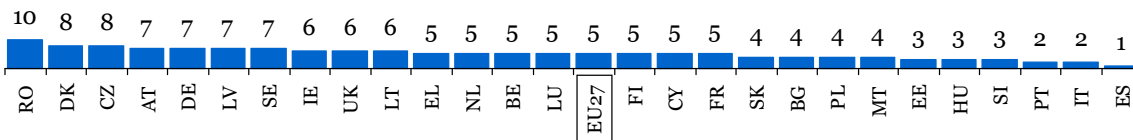
Limitations in city centres (parking, access for private cars or trucks)



Speed limitations



Charges for road usage (e.g. city tolls)



Q4. Thinking of the city you are living or the one you live nearby, which of the following measures could, in your opinion, improve the traffic situation there? %, Base: all respondents, by country

There are no typical patterns in the responses by demographic segments when we analysed the most preferred solutions to the traffic problems in the respondents' (nearby) city. Regardless of the demographic segments we find that better public transport is always mentioned first as a possible solution to improve the traffic situation in the city. Better public transport was most likely to be named as the right solution to the problem by employees, but was also mentioned relatively often by those in the age groups of 25-39 and 40-54 years of age, by those with the highest level of education, and by citizens living in metropolitan zones. There were also quite a large number of respondents among the

primary car users (in comparison to other car users) who gave high priority to the improvement of public transport as a solution to the traffic problems in their area.

Limitations in city centres were more likely to be seen as the right solution by men, the youngest, inhabitants of urban zones, the self-employed and manual workers. At the same time, women, the eldest, those with the lowest educational level, inhabitants of rural areas and the inactive were more likely to think that the introduction of speed limitations could improve the traffic situation in their city. There were more among the “other” car users (non-primary car users and those who do not drive a car) than among those who are primary car users who thought that these two types of limitations could be efficient tools to improve the congested traffic.

No matter which of the demographic segments we analysed, we found that charges for road usage (city tolls) were mentioned by the least people as a solution to the traffic problems in their city. However, there were relatively more young people and those still in school who considered this solution worthwhile.

Table 7. Measures that could improve the traffic situation in the city and nearby (% by demography)

	Better public transport	Limitations in city centres	Speed limitations	Charges for road usage
EU27	49	17	17	5
SEX				
Male	49	18	13	6
Female	48	16	20	4
AGE				
15 - 24	48	20	17	7
25 - 39	51	19	16	5
40 - 54	53	15	13	5
55 +	43	15	20	4
EDUCATION (end of)				
Until 15 years of age	44	12	21	3
16 - 20	48	17	17	5
20 +	53	18	13	6
Still in education	50	19	16	7
SUBJECTIVE URBANIZATION				
Metropolitan area	52	19	13	6
Other towns	47	19	17	5
Rural zones	48	14	18	5
OCCUPATION				
Self-employed	50	18	11	5
Employee	56	17	13	5
Manual worker	44	18	17	6
Not working	44	16	20	4
DRIVE				
Primarily driven car	53	16	14	4
Other	44	18	19	6

Q4. Thinking of the city you are living or the one you live nearby, which of the following measures could, in your opinion, improve the traffic situation there?

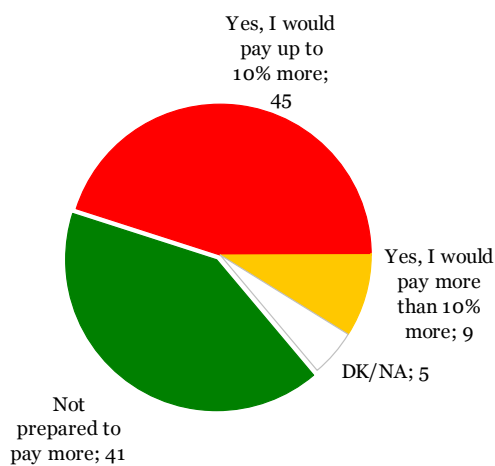
4. Costs of damaging environment

4.1. Preparedness to pay more

We asked citizens whether or not they are ready to pay more to use a less polluting system of transport, such as energy efficient private or public vehicles, or clean fuels.

The majority of EU citizens are ready to pay more (54%), although the majority of that group are willing only with a cost increase of no more than 10 percent. 45% of respondents would be prepared to pay up to 10 percent more, while only 9% of citizens are willing to pay even more than a 10 percent increase. 41% stated that they are *not* prepared for an increase in expenses in order to use less polluting transport systems. 5% of respondents could not, or did not want to answer this question.

Preparedness to pay more for using a less polluting transport



Q9. Would you be prepared to pay more for using a less polluting transport (energy efficient private and public vehicles, clean fuels...)? How much more would you be prepared to pay? %; Base: all respondent;

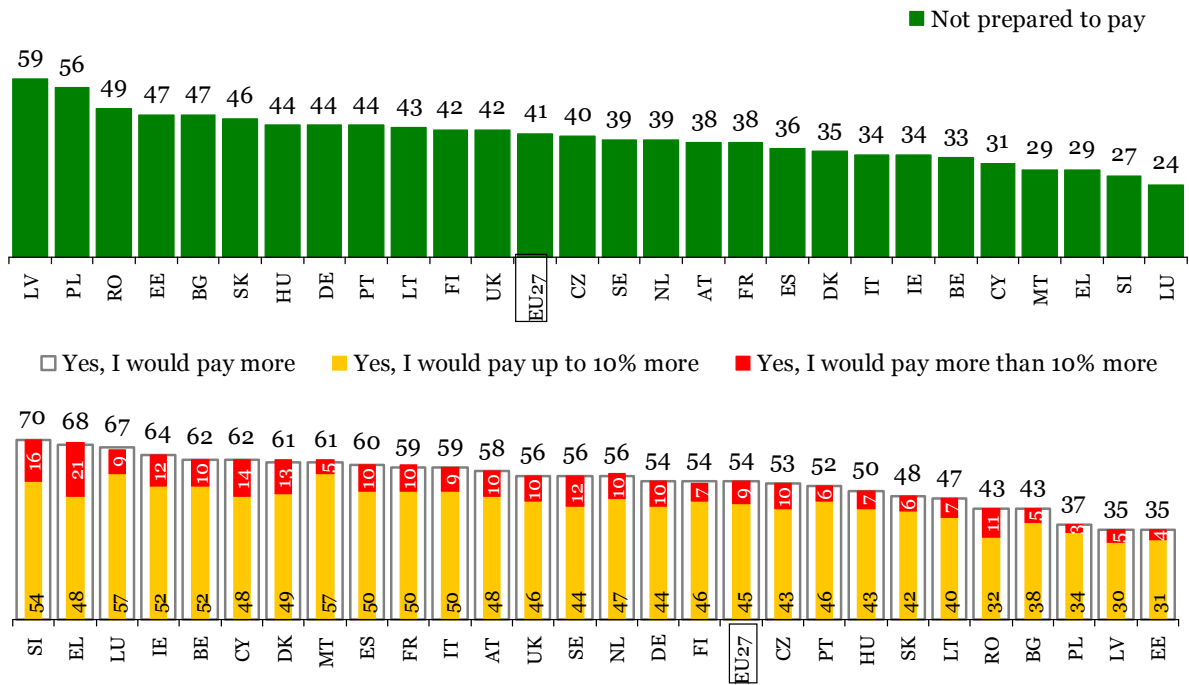
Respondents in the New Member States are more likely than those in the Old Member States to say that they are *not* prepared for an increase in expenses (49% vs. 39%).

Latvia had the highest proportion of citizens answering that they are *not* prepared to pay more (59%), followed by Polish respondents (56%) and Romanians (49%). Citizens in Luxembourg were the least likely to state that they are *not* ready to pay more (24%), followed by Slovenia with 27% and Greece and Malta (both with 29%).

As indicated above, citizens in the Old Member States are in general more prepared to pay more for less polluting transport than those in the New Member States, still, the level of preparedness is higher in Slovenia than in any other Member State; 70% of the Slovenian respondents answered that they are ready to pay more. The second and third most prepared countries – regarding both those who would pay up to 10 percent increases and those who are ready to pay more than 10% - are Greece (68%) and Luxembourg (67%). Latvians and Estonians are the least prepared for an increase in expenses – either under or above 10 percent – both with only 35% of respondents saying they are prepared to pay more, followed by the Polish (37%).

We find that citizens in Greece are the most prepared to accept a *more than 10 percent increase* to use less polluting transport (21%); the second most prepared country in this sense is Slovenia (16%) followed by Cyprus (14%). The lowest proportions regarding willingness to pay more than a 10 percent increase are Latvia (5%), Estonia (4%), and Poland (3%).

Preparedness to pay more for using a less polluting transport

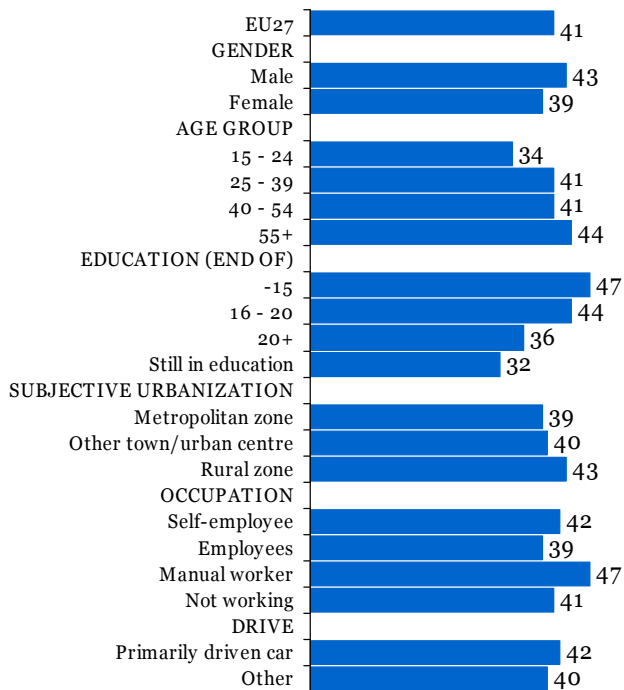


Q9. Would you be prepared to pay more for using a less polluting transport (energy efficient private and public vehicles, clean fuels...)? How much more would you be prepared to pay?
 %, Base: all respondents, by country

Looking at socio-demographic segments we can observe clear trends. Those who stated that *they are not prepared to pay more* in this situation are more likely to be men than women. The older and the less educated are also more likely they say that they are not prepared to pay more. Those in rural zones, manual workers and primary car users more often mentioned that they are not willing to pay more in comparison to those living in other cities or in metropolitan areas, employees or those who are *not* primary car users.

Those who *are prepared to pay more than a 10 percent increase* are more likely to be; men, the youngest generation, those with the highest level of education, citizens in metropolitan areas, the self-employed and employees. Conversely, those less inclined to pay more than 10 percent tend to be women, the elder generations (aged 40-54, and above 55), those with the lowest level of education, those living in rural zones and manual workers. As concerns different types of car drivers (primary, non-primary) we found no difference.

Preparedness to pay more for using a less polluting transport: not prepared to pay more



Q9. Would you be prepared to pay more for using a less polluting transport (energy efficient private and public vehicles, clean fuels...)? How much more would you be prepared to pay?
 %, Base: all respondents, by demography

Table 9. Preparedness to pay more for using a less polluting transport (% , by demography)

	Yes, I would pay up to 10% more	Yes, I would pay more than 10% more		Yes, I would pay up to 10% more	Yes, I would pay more than 10% more
EU27	45	9		45	9
SEX			SUBJECTIVE URBANIZATION		
Male	42	11	Metropolitan area	46	11
Female	48	8	Other towns	46	9
AGE			Rural zones	44	8
15 - 24	50	12	OCCUPATION		
25 - 39	46	10	Self-employed	45	11
40 - 54	47	8	Employee	48	11
55 +	42	8	Manual worker	42	6
EDUCATION (end of)			Not working	44	9
Until 15 years of age	41	5	DRIVE		
16 - 20	45	7	Primary driver	46	9
20 +	47	14	Other	45	9
Still in education	52	13			

Q9. Would you be prepared to pay more for using a less polluting transport (energy efficient private and public vehicles, clean fuels...)? - How much more would you be prepared to pay?

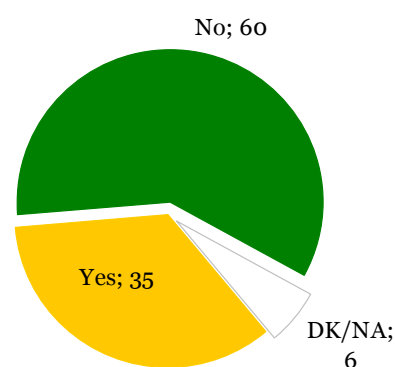
4.2. Paying for congestion and environmental damage through road tolls

The majority of respondents do not think that all road users should pay for congestion and environmental damage through road tolls.

Six out of ten respondents feel this way, opposed by 35% of EU citizens who think that paying for congestion and environmental damage should be requested from every road user. 6% of respondents do not have an answer to this question, or did not want to share their opinion.

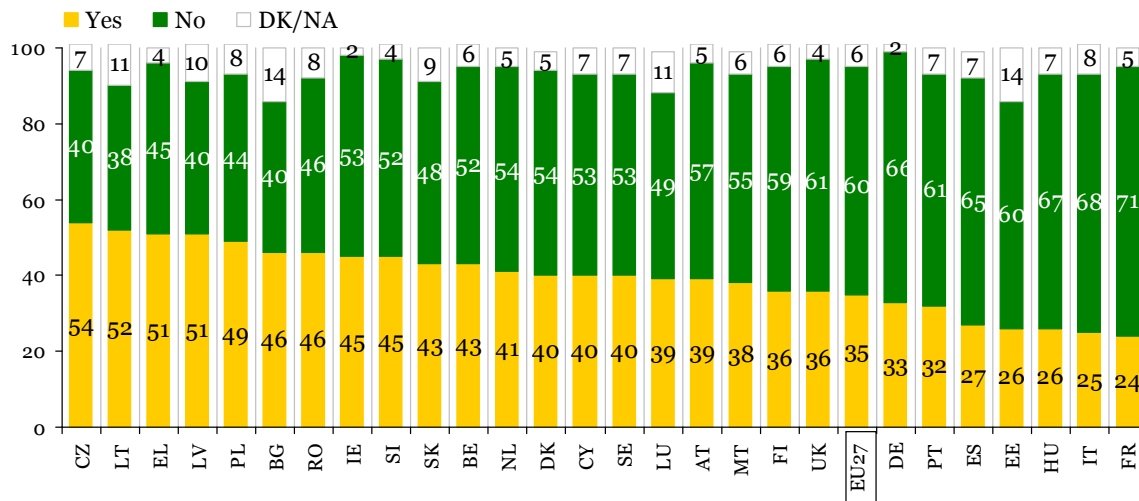
In the six countries that top the ranking, those in favour of payment outnumber those opposed to it. These countries are the Czech Republic (54% to 40%), Lithuania (52% to 38%), Greece (51% to 45%), Latvia (51% to 40%), Poland (49% to 44%) and Bulgaria (46% to 40%). In Romania as many respondents agree as disagree (46% both). French, Italian and Hungarian respondents are the least likely to agree with the idea of general payment for all road users (24%, 25%, and 26%).

Paying for congestion and environmental damage through road tolls



Q10. In principle, do you think all road users should pay for congestion and environmental damage through road tolls? % , Base: all respondents

Paying for congestion and environmental damage through road tolls



Q10. In principle, do you think all road users should pay for congestion and environmental damage through road tolls?
%, Base: all respondents, by country

Regarding socio-demographic groups we find that the youngest generation, those still in education, those without professional activities and non-primary car users are more likely than other socio-demographic groups to agree with the statement that road users should pay for environmental and congestion costs. Slight differences can be seen within the different subjective urbanizations, while the most significant difference appears between primary car users and those who do not usually drive. However, those aged 40-54, those with education ending between 16-20 years of age, respondents from rural zones, the self-employed, employees and primary car users are less likely to favour general payment. There are no differences of opinion in this matter between genders.

Table 10. Paying for congestion and environment damage through road tolls (% by demography)

	Yes	No		Yes	No
EU27	35	60		35	60
SEX			SUBJECTIVE URBANIZATION		
Male	35	61	Metropolitan area	35	59
Female	35	59	Other towns	36	59
AGE			Rural zones	34	61
15 - 24	41	56	OCCUPATION		
25 - 39	35	62	Self-employed	31	65
40 - 54	32	63	Employee	32	65
55 +	34	57	Manual worker	34	61
EDUCATION (end of)			Not working	38	55
Until 15 years of age	33	58	DRIVE		
16 - 20	32	63	Primary driver	29	67
20 +	36	60	Other	40	53
Still in education	44	53			

Q10. In principle, do you think all road users should pay for congestion and environmental damage through road tolls?

4.3. How to spend the collected money

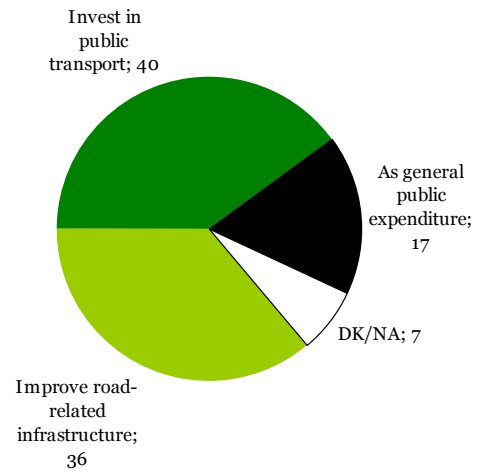
A slight majority of respondents think that the best way to spend any collected money would be investments in public transport; 40% of EU27 citizens chose this option. 36% of respondents favoured the improvement of road-related infrastructure (e.g. city tunnels, noise barriers). Only 17% of citizens are in favour of using the money as a general public expenditure. 7% of respondents do not know or did not want to answer this question.

Old and New Member States think differently about how such money would be best spent. Those in Old Member States favour an investment in public transport (46%), while citizens in the New Member States are more interested in spending to improve road-related infrastructure (58%).

Ireland and the UK (both with 61%) and Luxembourg (56%) are most likely to support the idea of investing the collected money in public transport, and Romania (11%), Latvia (12%) and Malta (15%) are the least in favour of this approach. Improvement of road related infrastructure would be the most welcome in Latvia (73%), Bulgaria (68%) and Romania (67%), while it is the least popular in Luxembourg (17%), in the United Kingdom (20%) and in Austria (22%).

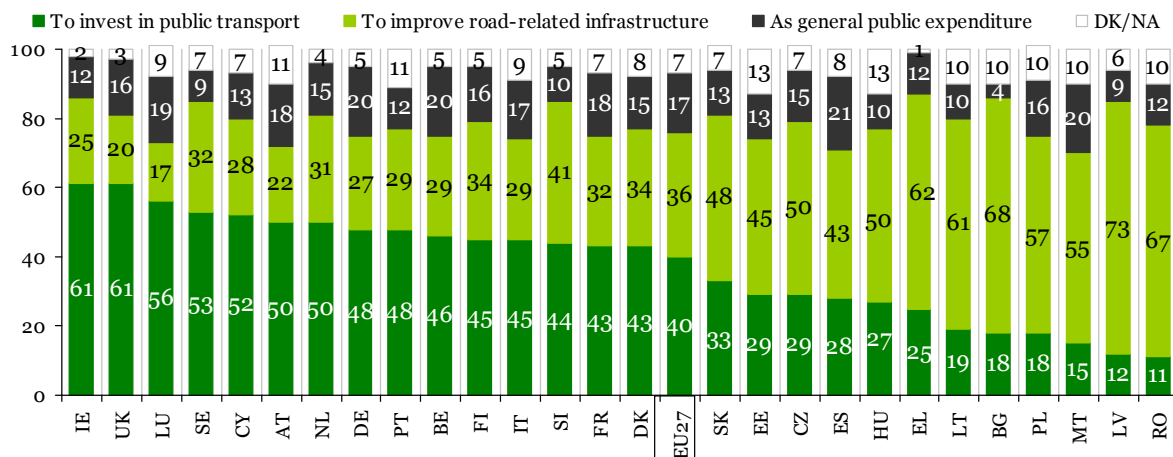
The least popular answer option, that of general public expenditure, is relatively the most popular in Spain, where 21% of the respondents mentioned it, and in Malta, Germany and Belgium (all with 20%). In three countries the votes for general public expenditures come in the second place, in Luxembourg, 19% outnumbering the percentage of those who chose road-related infrastructure; in Malta (20% to 15% - also over road-related infrastructure) and in Romania (12% outnumbering the 11% who mentioned public transport).

How the money thus collected should be spent



Q11. How should the money thus collected be spent? %; Base: all respondents

How the money thus collected should be spent



Q11. How should the money thus collected be spent? %; Base: all respondents, by country

Investing road tolls in improving public transportation is more popular among women, those aged 40-54, those with the highest level of education, citizens in metropolitan areas, employees and primary car users than in other socio-demographic groups. It is less popular among men, those aged 15-39 and above 55, those with the lowest level of education, respondents from other towns, manual workers and those who are *not* primary car users.

The improvement of road related infrastructure is more welcomed by men, those aged 25-39, those with education ending between 16-20 years of age, citizens in other towns, the self-employed and primary car users. However, it is less favoured by women, the youngest generation, those still in education, those from metropolitan areas and rural zones, employees and those without professional activities, and by those not having a car at their disposal.

The least popular option to spend money on – a general public expenditure – is more often mentioned by women, the youngest generation, those still in school, respondents from other towns and rural zones, manual workers and those not working, and those who are not primary car users. While, men, the older generations (aged 40-54, and above 55), those with the highest educational level, citizens in metropolitan areas, the self-employed and primary car users were less likely to choose this answer-option.

Table 11. How the money thus collected should be spent (% , by demography)

	To invest in public transport (e.g. rail and urban transport)	To improve road-related infrastructure (e.g. city tunnels, noise barriers)	As general public expenditure
EU27	40	36	17
SEX			
Male	40	38	15
Female	41	35	18
AGE			
15 - 24	40	32	23
25 - 39	40	38	17
40 - 54	42	37	14
55 +	40	36	15
EDUCATION (end of)			
Until 15 years of age	35	35	20
16 - 20	39	38	16
20 +	46	36	12
Still in education	42	32	22
SUBJECTIVE URBANIZATION			
Metropolitan area	42	35	16
Other towns	39	38	17
Rural zones	41	35	17
OCCUPATION			
Self-employed	39	42	12
Employee	46	35	15
Manual worker	33	41	18
Not working	39	35	18
DRIVE			
Primary driver	42	38	14
Other	39	35	19

Q11. How should the money thus collected be spent?

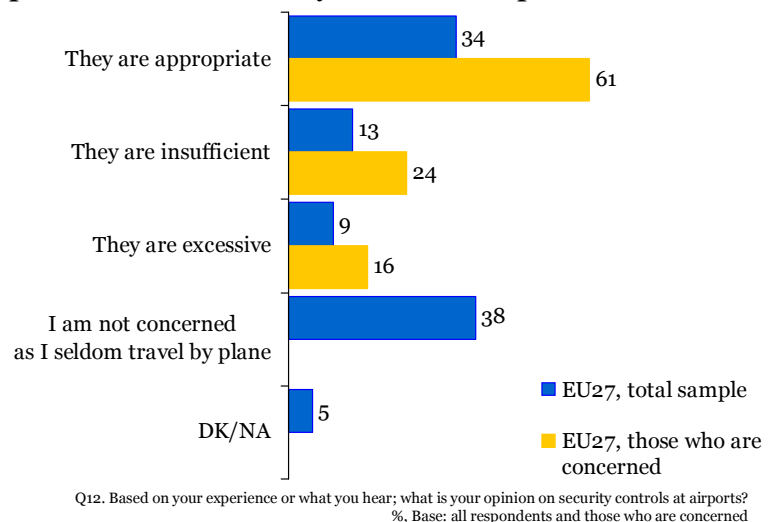
5. Flight safety and passenger rights

5.1. Attitudes toward security controls at the airports

The majority of citizens in the EU27 countries (38%) responded that they fly rarely, and are thus not really capable of answering questions related to airport security control. If we also take into account the ratio of those citizens who could not or did not want to answer this question (5%), then the share of citizens in the EU27 countries who did not give a valid answer is 43% - thus the share of those who give a valid answer is 57%).

The majority of respondents, approximately one third of *all* citizens in the EU27 countries, were of the opinion that security control at the airports was appropriate (34%). The ratio of those respondents who considered airport security insufficient was much smaller (13%). However, the ratio of those who believe that security control at the airports is insufficient was still higher than the proportion of those who think that security control is excessive (9%).

Opinion about the security controls at airports



If we investigate the opinion of those citizens in the EU27 countries who gave a *valid answer* to this question (they do not answer that they are not concerned, or that they could not or did not want to answer) we find that the majority of the respondents (61%) consider airport security control appropriate, while one quarter (24%) of the respondents find it insufficient and 16% excessive.

The ratio of those who *said they were not competent, or could not answer the question* was much higher in New Member States than in the old ones (59% vs. 40%). This proportion was the highest in Hungary (74%), but was also high in Poland (66%), Bulgaria (65%), Latvia (63%), Lithuania (61%), Romania (59%), Estonia (54%), and Slovenia (54%), where more than half of the population was unable to competently answer the question. Overall, in 13 of the 27 countries investigated, the majority of citizens were unable to answer the question competently.

The highest proportions of those who found airport security control *insufficient* were found in Cyprus (35%) and Italy (24%), but this answer was much less typical in the latter country. If we look at the Greeks and the Portuguese we find that every fifth citizen felt this way, making these two countries the third and fourth most likely to have a large number of citizens holding this opinion. The two countries where citizens were least likely to find airport control insufficient are Finland and Hungary (3% for both), but there are significant differences between these two countries, because while the majority of the Finnish population thought airport control was appropriate, the Hungarians – as we have already indicated – were not competent in the issue.

If we investigate the opinion of only those citizens who gave a valid answer (they do not say that they are not concerned, or that they could not or did not want to answer), we find that more people in the NMS12 countries than in the EU15 countries think that airport security is insufficient (32% and 22%, respectively). This opinion is most likely to be held by the inhabitants of Poland (44%), Bulgaria (43%) and Cyprus (43%).

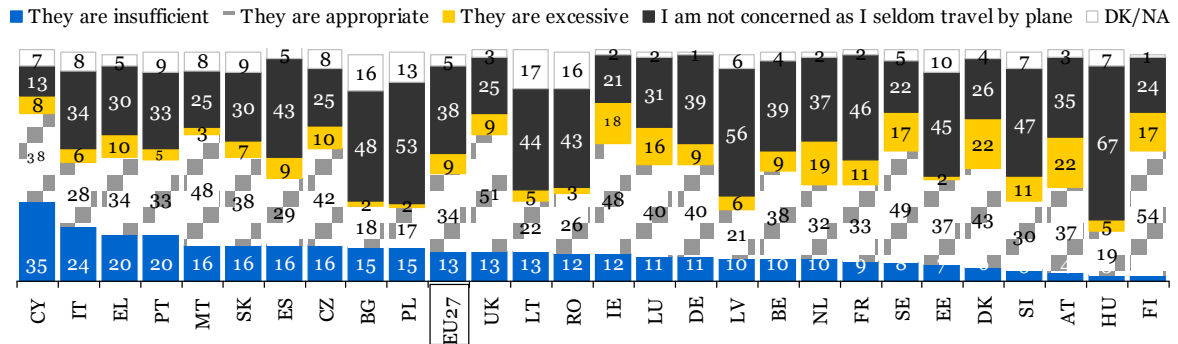
At the level of the EU27, every tenth citizen considered airport security controls to be *excessive*, but this opinion is shared by more of the citizens in the EU15 (10%), than of the NMS12 countries (4%). The proportion of those who agree with this statement is significantly higher in Denmark (22%) and Austria (22%), where more than one fifth of the population thought that airport security control was excessive. The share of those who agree with this statement is higher than the average of the EU15 in the Netherlands (19%), Ireland (18%), Finland (17%), Sweden (17%), Luxemburg (16%), France (11%) and Slovenia (the only New Member State on this list, 11%). The share of those who consider airport security controls excessive is the lowest in Estonia, Bulgaria and Poland (2% in each of these countries).

If we again examine only the answers of those citizens who gave a valid answer to the question, then we find that the rank of the countries does not change at all: the citizens in the very same countries indicated that – according to them – airport security controls were excessive. These were the inhabitants of Austria (35%), Holland (32%), Denmark (31%), Slovenia (24%), Ireland (24%), Luxemburg (24%), Finland (23%), Sweden (23%), and France (21%). However, we have to underline that when investigating only the valid answers more respondents of Slovenia (24%) and Hungary (18%) than of EU15 indicated that airport security controls are excessive (only these two countries are above the EU15 average).

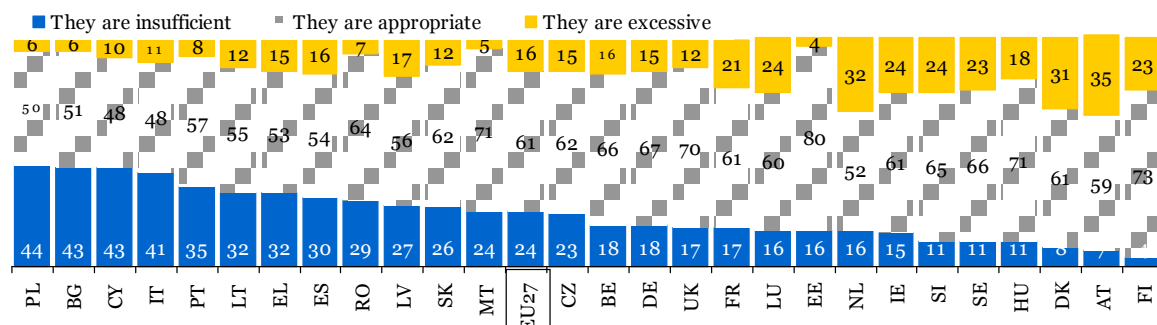
As we have already indicated above, in 13 out of the EU 27 Members States, the largest ratio of citizens is the group that is unable to capably answer questions regarding the security control at airports. (They said they are not competent or they could not or did not want to answer the question.) In the remaining 14 Member States, the largest proportion of respondents feels that *controls at the airports are appropriate*. Those in Finland (54%), and the UK (51%) are the most likely to agree with this judgement, as – in both countries – more than half of the population shared this opinion. This opinion is also held by a relative majority in Sweden (49%), Malta (48%), and Ireland (48%). The share of those who consider controls at the airports appropriate is the lowest in Portugal (33%) and Greece (34%), but even in these countries, at least one third of the population thought that airport security controls were appropriate.

If we analyse only the answers of those who are competent, then we find that the Estonians (even more than the Finnish – 73%) are the most likely to consider airport security controls appropriate (80%), while the citizens in Malta and in Hungary also have in general a positive opinion about airport security controls (71%), as do UK citizens (70%).

Opinion about the security controls at airports, total sample



Those who are competent



Q12. Based on your experience or what you hear; what is your opinion on security controls at airports?
 %, Base: all respondents by country

It is far from surprising that the share of those who *could not judge the adequacy of airport security controls* was the highest among the members of the less affluent demographic segments, including women, the eldest, those with the lowest levels of education, the inhabitants of rural zones, manual workers, inactive people, and those who do not have a car at their disposal. Men, the youngest generation, those who are still in school, the inhabitants of metropolitan zones, employees, and the primary users of the household car are most likely to agree with the *appropriateness of the security controls* at the airports.

If we only look at the answers of those who responded competently to this question (see the figures from the parentheses in the table below), then we find again that the ratio of those who thought that *security controls at the airports were insufficient* was the highest among members of the economically less successful demographic segments (women, the oldest people, those with the lowest level of education, the inhabitants of villages and small towns, manual workers, the inactive population, and those who were not the primary users of the household car). There is a higher proportion of those who are competent and feel that *security controls at the airports are excessive*, among those who belong to the demographic segments of men, those between the ages of 25-39, those with the highest educational level, those who live in metropolitan zones, and the self-employed.

Table 12. Opinion about the security controls at airports

(%, by demography, in parenthesis the proportions within those who meaningfully answered the question are shown)

	They are appropriate	They are insufficient	They are excessive	I am not concerned as I seldom travel by plane
EU27	34 (61)	13 (24)	9 (16)	38
SEX				
Male	36 (61)	13 (21)	10 (17)	36
Female	32 (60)	14 (26)	8 (14)	40
AGE				
15 - 24	38 (66)	11 (19)	9 (16)	38
25 - 39	34 (59)	14 (23)	11 (18)	38
40 - 54	35 (61)	14 (24)	9 (15)	37
55 +	32 (60)	14 (26)	7 (13)	40
EDUCATION (end of)				
Until 15 years of age	25 (55)	15 (34)	5 (11)	46
16 - 20	34 (62)	14 (25)	7 (13)	40
20 +	39 (61)	13 (20)	13 (20)	32
Still in education	41 (65)	11 (18)	11 (17)	35
SUBJECTIVE URBANIZATION				
Metropolitan area	37 (60)	14 (22)	12 (19)	34
Other towns	35 (61)	14 (24)	9 (15)	37
Rural zones	32 (62)	13 (24)	7 (14)	42
OCCUPATION				
Self-employed	38 (60)	14 (22)	12 (18)	32
Employee	40 (63)	13 (20)	11 (17)	34
Manual worker	27 (61)	12 (27)	5 (12)	49
Not working	31 (59)	14 (26)	8 (15)	41
DRIVE				
Primarily driven car	37 (63)	13 (21)	10 (16)	36
Other	31 (59)	14 (26)	8 (15)	41

Q12. Based on your experience or what you hear; what is your opinion on security controls at airports?

5.2. Awareness of the rights for air passengers

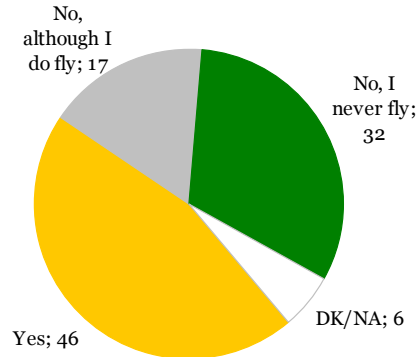
A majority of EU citizens are unaware of the rights of air passengers that must be respected by the airlines operating in the EU (49%). Of these respondents, 17% say this in spite of the fact that they travel by plane.

On the other hand, almost as many, 46% of EU citizens responded that they were aware of passenger’s rights that must be respected by the airlines.

The ratio of those who indicated that they were aware of the rights of air passengers was higher in the EU15 countries than in the NMS12 countries (48% vs. 39%). At the same time, however, the ratio of citizens who are not aware of air passenger’s rights in spite of the fact that they use air travel was also higher in the EU15 countries than in the NMS12 countries, (20% vs. 6%).

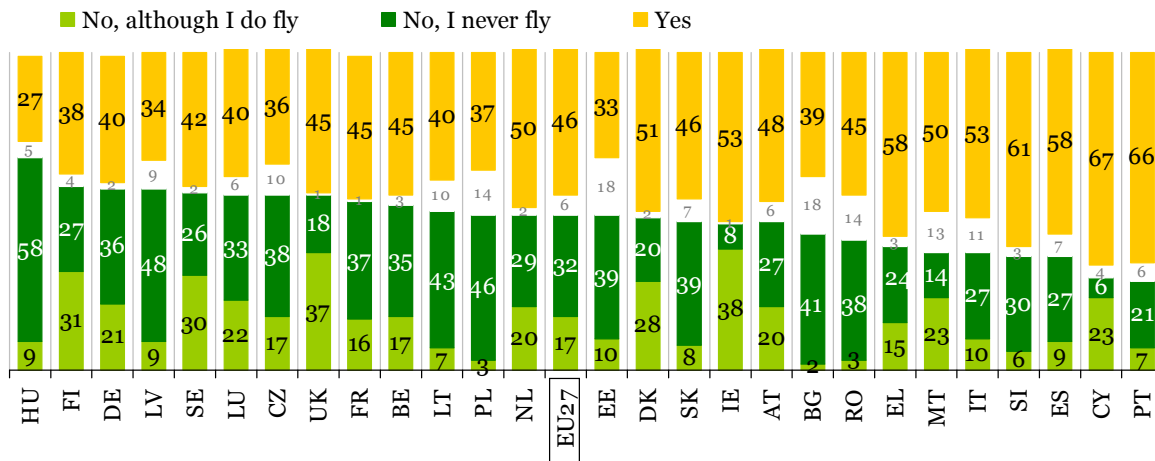
Out of the 27 Member States of the EU, there are only 11 countries where the ratio of those aware of these rights is higher than that of those who are not: these countries are Cyprus, Portugal, Slovenia, Spain, Greece, Ireland, Italy, Denmark, Malta, the Netherlands, and Austria. In the remaining 16 countries, the citizens who are unaware of their rights at EU airports represent the majority.

Awareness of the rights for air passengers to be respected by airlines



Q13. Are you aware that there are certain rights for air passengers to be respected by airlines operating in the European Union, e.g. in case of flight cancellation or delays?
%, Base: all respondents

Awareness of there are certain rights for air passengers to be respected by airlines



Q13. Are you aware that there are certain rights for air passengers to be respected by airlines operating in the European Union, e.g. in case of flight cancellation or delays?
%, Base: all respondents, by country

The overall ratio of those who indicated that they *were not aware of the rights for of passengers that must be respected by the airlines* was the highest in Hungary (68%). This ratio was also high among the Finnish (58%), the Germans (57%) and the Latvians (57%). While among the Hungarians and the Latvians those who do not fly at all make up the largest ratio, in Finland and Germany, the majority of those who were not aware of their rights in this matter are among those who *do* travel by air.

The ratio of those who *were not aware of the rights of passengers* at airports was the lowest among respondents in Portugal (28%) and Cyprus (29%), but the respective patterns are different in these two

countries, too. While among the Portuguese there is a majority unaware of their rights that do not fly at all, in Cyprus, the majority consists of those who are not aware of their rights but *do* fly.

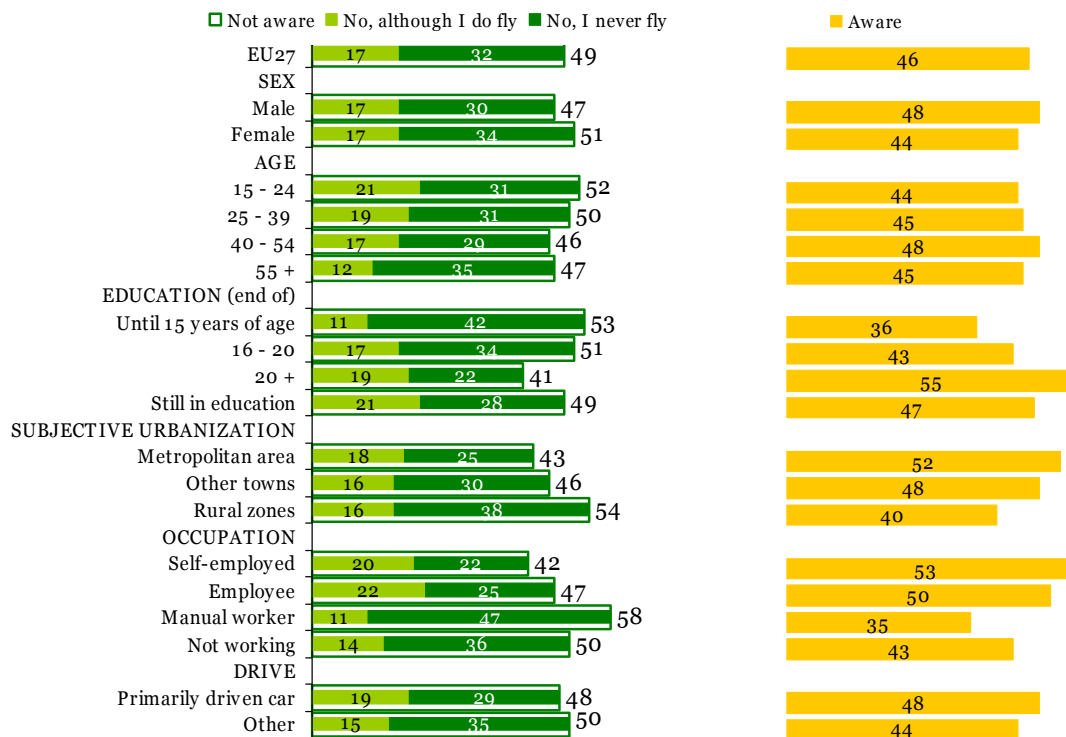
Consequently, the citizens in Cyprus and Portugal are the most conscious, 67% of the Cypriots and 66% of the Portuguese aware of the fact that at the airports of the EU, passengers have certain rights that the air companies must respect. This was indicated by a similarly high proportion of people in Slovenia (61%).

If we investigate the above data by demographic characteristics we find that men, those aged between 40 – 54, those with the highest level of education, the citizens in metropolitan zones, and the self-employed and employees *are more aware of the rights of air passengers*. Those who know about these rights are also over-represented among primary users of family cars in comparison to other car drivers.

The proportion of those who were *not aware of the rights of air passengers* was relatively high among women, the youngest people, those with a low level of education (respondents with the lowest level of education and also those who finished their studies between the ages of 16-20), inhabitants of rural zones, and manual workers (this time, we have analysed all the “no” answers together).

There are relatively more people among the youngest, those who are still in school, the self-employed, employees who are not aware of the rights of air passengers that must be respected by the airlines at the airports of the EU, in spite of the fact that they travel by air.

Awareness of there are certain rights for air passengers to be respected by airlines



Q13. Are you aware that there are certain rights for air passengers to be respected by airlines operating in the European Union, e.g. in case of flight cancellation or delays?
%, Base: all respondents, by country

Flash EB Series #206

Attitudes on issues
related to
EU Transport Policy

Annex Tables and Survey Details

THE GALLUP ORGANIZATION

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Table 1a. Car in the household

QUESTION: Q1. Which of the following applies to you?





























	Total N	% There is a car in your household that is primarily driven by you (that is: not driven by someone else)	% There is a car/are cars in your household, but primarily driven by other family members	% There is no car in your household	% DK/NA
 EU27	25767	48.8	32.1	18.8	0.3
COUNTRY					
 Belgium	1038	51.6	37.7	10.1	0.6
 Bulgaria	1010	25.7	32	42.1	0.2
 Czech Rep.	1012	44.6	33.2	21.9	0.3
 Denmark	1018	49	35.8	14.4	0.8
 Germany	1017	53.2	31.8	14.6	0.4
 Estonia	1006	34.3	27.7	37.6	0.3
 Greece	1011	48.8	34.8	16.3	0.1
 Spain	1007	47.9	34.7	17.3	0
 France	1001	61.2	27.4	11.4	0.1
 Ireland	1000	50	41.8	7.8	0.3
 Italy	1009	53.3	39.8	6.5	0.3
 Cyprus	508	66.5	27.9	5.6	0
 Latvia	1016	31	20.5	48.2	0.3
 Lithuania	1009	40.4	33.2	26.1	0.3
 Luxembourg	541	49.6	42.6	7.2	0.5
 Hungary	1017	34.1	27.6	38.1	0.2
 Malta	505	52.5	37.3	9.4	0.9
 Netherlands	1006	54.8	30.9	14.3	0
 Austria	1000	55.5	32.6	11.7	0.2
 Poland	1004	33.7	33.4	32.3	0.5
 Portugal	1000	49.3	32.4	18.2	0.1
 Romania	1009	22.2	23.6	53.7	0.5
 Slovenia	1004	49.1	42.7	8	0.1
 Slovakia	1009	24.6	40.1	35.2	0.1
 Finland	1000	52.7	29.3	17.6	0.4
 Sweden	1003	48.2	35.3	15	1.5
 United Kingdom	1007	52.1	26.9	20.9	0.1

Table 1b. Car in the household

QUESTION: Q1. Which of the following applies to you?







	Total N	% There is a car in your household that is primarily driven by you (that is: not driven by someone else)	% There is a car/are cars in your household , but primarily driven by other family members	% There is no car in your household	% DK/NA
EU27	25767	48.8	32.1	18.8	0.3
 SEX					
Male	12465	58	25.9	15.8	0.3
Female	13302	40.2	37.8	21.7	0.3
 AGE					
15 - 24	3851	22.6	59.1	18	0.3
25 - 39	6567	57.5	26.3	16	0.3
40 - 54	7044	56.2	30.5	13	0.3
55 +	8170	47.6	25.5	26.7	0.3
 EDUCATION (end of)					
Until 15 years of age	4355	40.4	30	29.4	0.2
16 - 20	10912	52.9	28.2	18.7	0.2
20 +	6938	61	25.6	12.9	0.5
Still in education	2972	20.5	65.1	14.1	0.2
 LOCALITY TYPE					
Metropolitan area	5338	46.2	29.3	24.4	0.1
Other towns	10032	46.5	33	20.1	0.4
Rural zones	10313	52.5	32.5	14.8	0.3
 OCCUPATION					
Self-employed	2370	63.1	26.6	9.9	0.3
Employee	8435	61.3	27.3	10.9	0.5
Manual worker	2243	55.7	23.7	20.6	0.1
Not working	12638	36.4	37.8	25.6	0.2
 DRIVE					
Primarily driven car	12572	100	0	0	0
Other	13195	0	62.6	36.8	0.6

Table 2a. The main mode of transport

QUESTION: Q2. 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	25767	51.4	20.6	14.7	8.7	1.8	1.6	1	0.1
COUNTRY									
 Belgium	1038	58.2	15.9	6	14.1	2.5	1.9	1.1	0.1
 Bulgaria	1010	27.5	35	27.6	2.6	0.1	2.5	4.6	0
 Czech Rep.	1012	41.9	34.8	14.6	5.4	0.6	0.7	1.8	0.1
 Denmark	1018	56.6	13.1	4.1	23.4	0.7	1.6	0.4	0.1
 Germany	1017	54.8	14.8	10.2	16.1	1.4	2.2	0.4	0.1
 Estonia	1006	37.1	34.6	19.4	5	0.4	1.4	1.6	0.5
 Greece	1011	41.8	25.8	19.9	3	6.5	2.5	0.4	0.1
 Spain	1007	45	30	20.7	1.5	2	0.5	0.3	0
 France	1001	69.1	15.6	9.2	2.8	1.7	0.7	0.7	0.1
 Ireland	1000	68.9	13.5	12.1	2	0.5	2.6	0.4	0
 Italy	1009	55.3	18.1	14.7	5.4	4.7	1.2	0.6	0
 Cyprus	508	87.6	2.5	5.7	1.3	1.6	0.9	0.5	0
 Latvia	1016	29.5	44.8	17.4	5.6	0.3	0.2	2.1	0.1
 Lithuania	1009	43.8	29.5	16	7.3	0.5	1.4	1	0.4
 Luxembourg	541	62.7	29.5	5.1	0.6	0.6	0.1	0.9	0.4
 Hungary	1017	27.7	34.3	14.8	18.2	2.1	1	1.7	0.2
 Malta	505	65.2	23.7	6.8	0.8	1.1	0.4	1.9	0.1
 Netherlands	1006	40	11.3	5.6	40.1	0.7	1.7	0.3	0.3
 Austria	1000	55.7	20	10	11.1	1.7	0.9	0.6	0.1
 Poland	1004	41.2	25.5	17.2	11.4	2	0.7	1.8	0.2
 Portugal	1000	56.3	25.2	14.8	1	1.3	1.1	0.3	0
 Romania	1009	25.7	30.4	31.7	2.6	0.2	3.3	6	0.2
 Slovenia	1004	66.2	11	13.1	7.6	1.1	0.8	0.2	0.1
 Slovakia	1009	28	37.2	20.8	8.5	0.4	0.7	4.3	0.2
 Finland	1000	59.2	12.3	14.4	11.5	0.3	1	0.4	0.8
 Sweden	1003	47.1	17.1	13.7	17.3	0.7	3.4	0.5	0.3
 United Kingdom	1007	58.4	17.7	16.9	3.2	0.7	2.6	0.5	0.1

Table 2b. The main mode of transport

QUESTION: Q2. 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	25767	51.4	20.6	14.7	8.7	1.8	1.6	1	0.1
 SEX									
Male	12465	57.5	18	10.2	8.3	3.3	1.9	0.7	0.1
Female	13302	45.8	23.1	18.8	9.1	0.5	1.3	1.3	0.1
 AGE									
15 - 24	3851	29.8	38.6	13.8	11.6	4.6	1.5	0.2	0
25 - 39	6567	61.9	16.9	11	6.7	1.7	1.3	0.4	0.1
40 - 54	7044	61.3	14.1	13	7.6	1.7	1.4	0.7	0.1
55 +	8170	44.8	20.8	19.3	10	0.8	2	2.1	0.1
 EDUCATION (end of)									
Until 15 years of age	4355	44.4	19.4	20.4	9	1.3	2.5	3	0
16 - 20	10912	56.7	17.1	14.2	8.2	1.5	1.4	0.8	0.1
20 +	6938	59.7	17.8	11.3	8.2	1.5	1.2	0.2	0.1
Still in education	2972	27.1	40.5	14.7	11.4	4.9	1.5	0.1	0
 LOCALITY TYPE									
Metropolitan area	5338	40.4	35.1	12.7	7.7	2	1.4	0.6	0.1
Other towns	10032	47.1	21.1	18.6	9.3	1.8	1.3	0.7	0.1
Rural zones	10313	61.5	12.6	11.9	8.6	1.8	1.9	1.5	0.1
 OCCUPATION									
Self-employed	2370	70.1	9.6	8.9	5.7	1.9	3	0.8	0
Employee	8435	64.3	16.7	9.3	7	1.8	0.7	0.2	0.1
Manual worker	2243	60.3	15.8	10.5	7.7	3.7	1.6	0.3	0.1
Not working	12638	37.7	26.3	20	10.6	1.6	1.9	1.7	0.1
 DRIVE									
Primarily driven car	12572	77.2	7.2	7.6	5.5	1.3	0.7	0.3	0.1
Other	13195	26.9	33.5	21.4	11.7	2.3	2.4	1.7	0.1

Table 3a. The type of car and the way of its usage has an important impact on the environment and the traffic situation in the respondents' area

QUESTION: Q3_A-B. Do you think the type of car people drive and the way they use it has an important impact on:

% of "yes" shown




























	Total N	the traffic situation in your area	the environment in your area
 EU27	25767	74.4	78.2
COUNTRY			
 Belgium	1038	74.9	82.2
 Bulgaria	1010	75.4	82.2
 Czech Rep.	1012	79.3	81
 Denmark	1018	64.2	71.2
 Germany	1017	75.1	78.4
 Estonia	1006	58	69.4
 Greece	1011	84.3	80.9
 Spain	1007	79.7	83.6
 France	1001	73.4	76.3
 Ireland	1000	75.1	81.2
 Italy	1009	78.3	80.7
 Cyprus	508	79.3	82.9
 Latvia	1016	68.8	68.4
 Lithuania	1009	71.7	76.4
 Luxembourg	541	75.4	80.8
 Hungary	1017	65.9	72.7
 Malta	505	80.1	79.9
 Netherlands	1006	69.3	75.9
 Austria	1000	79.1	81.5
 Poland	1004	81.6	82.6
 Portugal	1000	68.7	70.9
 Romania	1009	53	63.7
 Slovenia	1004	75.5	81.4
 Slovakia	1009	76.1	87.1
 Finland	1000	53.2	62.2
 Sweden	1003	64.8	79.5
 United Kingdom	1007	74.2	77

Table 3b. The type of car and the way of its usage has an important impact on the environment and the traffic situation in the respondents' area

QUESTION: Q3_A-B. Do you think the type of car people drive and the way they use it has an important impact on:

% of "yes" shown







	Total N	the traffic situation in your area	the environment in your area
EU27	25767	74.4	78.2
 SEX			
Male	12465	72.7	75.9
Female	13302	75.9	80.3
 AGE			
15 - 24	3851	72.5	79.1
25 - 39	6567	77.4	81.4
40 - 54	7044	74.6	79.2
55 +	8170	72.5	74.2
 EDUCATION (end of)			
Until 15 years of age	4355	70.3	71.5
16 - 20	10912	74	77.3
20 +	6938	77.5	82.4
Still in education	2972	75.1	82.6
 LOCALITY TYPE			
Metropolitan area	5338	80.8	85
Other towns	10032	78.1	81.9
Rural zones	10313	67.4	70.9
 OCCUPATION			
Self-employed	2370	72.9	73.6
Employee	8435	77.8	83.3
Manual worker	2243	69.8	73.6
Not working	12638	73.1	76.3
 DRIVE			
Primarily driven car	12572	76.4	78.7
Other	13195	72.5	77.6

Table 4a. Measures that could improve the traffic situation in the city and nearby

QUESTION: Q4. Thinking of the city you are living or the one you live nearby, which of the following measures could, in your opinion, improve the traffic situation there?





























	Total N	% Better public transport	% Limitations in city centres (parking, access for private cars or trucks)	% Speed limitations	% Charges for road usage (e.g. city tolls)	% No need to improve	% Other	% DK/NA
 EU27	25767	48.5	16.8	16.5	4.8	5.9	3.8	3.7
COUNTRY								
 Belgium	1038	46.9	17.1	18.8	5.1	6.3	4.4	1.5
 Bulgaria	1010	21.2	21.4	38.7	3.7	2.7	6	6.3
 Czech Rep.	1012	39.5	26.4	13.4	7.9	4	5	3.8
 Denmark	1018	46.3	12	17.3	8.4	9	2.7	4.3
 Germany	1017	45	14.2	17.4	6.9	9.9	3.9	2.7
 Estonia	1006	38.8	16.1	18.9	3.1	12.3	4	6.8
 Greece	1011	41.2	33	13	5.4	1.9	4.7	0.8
 Spain	1007	58.2	14	13.7	1.1	6.1	4.4	2.4
 France	1001	46.1	18.8	20	4.5	5.2	2	3.5
 Ireland	1000	67	13.2	9.8	6.4	0.4	1.4	1.7
 Italy	1009	62.4	14.8	10.4	1.8	4.2	3.3	3.1
 Cyprus	508	57.3	9.7	22	4.5	1.6	2.4	2.6
 Latvia	1016	25	25.8	20.7	6.8	10.3	6.4	5
 Lithuania	1009	24.4	25.7	25.8	5.8	7.9	5.3	5.1
 Luxembourg	541	55.6	9.3	17.2	5.1	6.4	3.9	2.5
 Hungary	1017	33.9	24	20.6	2.9	10.1	4.2	4.3
 Malta	505	44	19.3	20.7	3.5	3.3	4	5.1
 Netherlands	1006	53.1	14.4	13.7	5.3	6.8	4.6	2.1
 Austria	1000	52.2	12.8	9.2	7.2	9.9	2.2	6.5
 Poland	1004	27.1	21.8	27.6	3.5	6.4	7.1	6.5
 Portugal	1000	59.7	17.3	8.8	2.4	6.6	1.8	3.5
 Romania	1009	39.1	14.7	17	9.5	6.2	6.2	7.2
 Slovenia	1004	45.1	20.1	24.5	2.8	2.4	3.1	2
 Slovakia	1009	36.7	26.9	21.2	4	4.5	3.1	3.6
 Finland	1000	52.7	15.5	12.2	4.8	8	3.1	3.7
 Sweden	1003	52	14.5	14.2	6.6	5	3.2	4.5
 United Kingdom	1007	59.8	14.4	12.4	5.9	1.3	2.3	3.9

Table 4b. Measures that could improve the traffic situation in the city and nearby

QUESTION: Q4. Thinking of the city you are living or the one you live nearby, which of the following measures could, in your opinion, improve the traffic situation there?







	Total N	% Better public transport	% Limitations in city centres (parking, access for private cars or trucks)	% Speed limitations	% Charges for road usage (e.g. city tolls)	% No need to improve	% Other	% DK/NA
EU27	25767	48.5	16.8	16.5	4.8	5.9	3.8	3.7
 SEX								
Male	12465	49.1	17.9	12.5	5.8	6.3	5.4	3.1
Female	13302	48	15.9	20.3	3.9	5.5	2.3	4.2
 AGE								
15 - 24	3851	47.6	20.2	17.1	6.8	4.3	2.1	1.9
25 - 39	6567	50.7	18.6	15.5	5	4.3	3	2.8
40 - 54	7044	53.1	15.1	13.3	5	6.4	4.4	2.8
55 +	8170	43.1	15.4	19.9	3.6	7.4	4.7	5.9
 EDUCATION (end of)								
Until 15 years of age	4355	44.3	12.1	21.2	2.5	7.6	4.9	7.4
16 - 20	10912	47.7	17.4	17.2	4.7	6.2	3.4	3.5
20 +	6938	52.6	18.2	12.5	5.7	5	4.1	1.9
Still in education	2972	49.5	19.3	16.2	6.8	3.3	3	2
 LOCALITY TYPE								
Metropolitan area	5338	52.3	18.5	12.8	6.1	3.7	4.3	2.3
Other towns	10032	46.9	18.8	17	4.5	5.8	4	3.1
Rural zones	10313	48	14.1	18.1	4.5	7.1	3.3	4.9
 OCCUPATION								
Self-employed	2370	50.3	18	10.8	5.3	5.4	6.4	3.8
Employee	8435	56	16.9	12.6	4.9	4.6	2.9	2.1
Manual worker	2243	44.3	17.8	16.5	6	6.2	4.5	4.7
Not working	12638	44	16.3	20.2	4.4	6.7	3.8	4.5
 DRIVE								
Primarily driven car	12572	53	16.1	13.8	4	6.2	4.2	2.6
Other	13195	44.3	17.6	19.1	5.6	5.5	3.4	4.7

Table 5a. The best way to reverse the rise of CO2 emissions from road transport

QUESTION: Q5. Road transport generates about one fifth of the EU's harmful emissions. Between 1990 and 2004, CO2 emissions from road transport rose by 26%. Which is the best way to reverse this trend?





























	Total N	% Introduce restrictions to the use of cars.	% Only allow the sale of less polluting vehicles	% Promote the purchase of fuel- efficient vehicles by giving better information	% Promote the purchase of fuel- efficient vehicles through tax incentives	% DK/NA
 EU27	25767	10.8	35	16.3	29.9	8
COUNTRY						
 Belgium	1038	9.4	36.2	15.2	30.9	8.3
 Bulgaria	1010	13.7	34.4	10.1	31.7	10
 Czech Rep.	1012	15.9	42.7	14.9	20.2	6.3
 Denmark	1018	9.8	31.4	15.6	31.5	11.8
 Germany	1017	9.9	32	14.8	36.7	6.5
 Estonia	1006	11.2	26.7	18.3	28.5	15.3
 Greece	1011	22.7	28.3	17.5	26.8	4.6
 Spain	1007	8.6	46.9	18.2	16	10.3
 France	1001	7	41.2	15.5	28.8	7.5
 Ireland	1000	11.4	21.7	19.8	43.5	3.5
 Italy	1009	14.2	40.3	11.6	26.5	7.4
 Cyprus	508	17.9	23.6	17.1	32.5	8.9
 Latvia	1016	10.5	35.2	11.7	33.8	8.8
 Lithuania	1009	9	21.8	14.7	44.2	10.3
 Luxembourg	541	13.4	32.8	19.5	20	14.4
 Hungary	1017	15.8	30.2	15	35.4	3.6
 Malta	505	8.2	39.8	7.5	28.4	16.2
 Netherlands	1006	8.6	37.1	16.1	30.2	8
 Austria	1000	15.1	29.9	14.4	30.7	9.9
 Poland	1004	7	35.4	16.7	31.9	9
 Portugal	1000	10	42.1	18.3	23.8	5.8
 Romania	1009	10.4	38.9	18.8	19.1	12.8
 Slovenia	1004	14.7	44.4	8.6	27.3	5
 Slovakia	1009	10.7	33.9	26.2	23.9	5.2
 Finland	1000	8.3	21.1	11.9	49.9	8.8
 Sweden	1003	7.5	18.4	27.5	32.4	14.2
 United Kingdom	1007	13	23	21.1	35.3	7.6

Table 5b. The best way to reverse the rise of CO2 emissions from road transport

QUESTION: Q5. Road transport generates about one fifth of the EU's harmful emissions. Between 1990 and 2004, CO2 emissions from road transport rose by 26%. Which is the best way to reverse this trend?







	Total N	% Introduce restrictions to the use of cars.	% Only allow the sale of less polluting vehicles	% Promote the purchase of fuel- efficient vehicles by giving better information	% Promote the purchase of fuel- efficient vehicles through tax incentives	% DK/NA
EU27	25767	10.8	35	16.3	29.9	8
 SEX						
Male	12465	9.8	33.2	15.5	33.2	8.2
Female	13302	11.6	36.7	17.1	26.8	7.8
 AGE						
15 - 24	3851	11.5	34.7	21	28.6	4.2
25 - 39	6567	8.7	33.9	17	35.3	5.1
40 - 54	7044	10.1	34.3	15.2	32.9	7.5
55 +	8170	12.6	36.7	14.6	23.7	12.4
 EDUCATION (end of)						
Until 15 years of age	4355	14.1	38.1	14.2	20.9	12.6
16 - 20	10912	9.8	34.4	17	31	7.9
20 +	6938	9.9	33.9	15.8	34.7	5.7
Still in education	2972	11.1	35.6	19.2	30.3	3.9
 LOCALITY TYPE						
Metropolitan area	5338	10.3	34.5	16.1	32	7
Other towns	10032	11.7	36	15.7	28.5	8.1
Rural zones	10313	10.1	34.4	16.9	30.3	8.4
 OCCUPATION						
Self-employed	2370	6.4	35.7	14.5	35.1	8.4
Employee	8435	9	32.8	16.5	36.5	5.2
Manual worker	2243	10.2	35	20.1	28.7	6
Not working	12638	12.8	36.3	15.9	24.8	10.1
 DRIVE						
Primarily driven car	12572	8.8	33.9	16.3	34.1	6.9
Other	13195	12.6	36.1	16.4	25.8	9.1

Table 6a. In what aspect the public transport should be better

QUESTION: Q6. In order to encourage you to use your car less, in what aspect should the public transport be better?

Base: those whose car is primarily used for daily mobility





























	Total N	% Security of public transport,	% Closer proximity of stops to where you live,	% Better connection to your regular destinations,	% Better schedule (regularity and operating hours),	% None of the above, you would not use the car less	% DK/NA
 EU27	13256	6.4	11.5	28	28.6	22.1	3.4
COUNTRY							
 Belgium	604	7.9	16.3	28.9	26.3	17.3	3.4
 Bulgaria	278	9.8	6.1	11.1	27.5	40.7	4.9
 Czech Rep.	424	14.7	15.6	29.8	15.3	21.4	3.2
 Denmark	576	5.3	14.9	26.4	29.2	21.8	2.4
 Germany	557	3.1	7.6	38.1	24.1	23.4	3.7
 Estonia	373	7.4	6.7	12.4	23.4	41.9	8.3
 Greece	423	7.6	12.3	22	42.2	14.3	1.6
 Spain	453	4	11.5	30.4	40.8	9.9	3.3
 France	692	7.6	18.3	22.2	18.2	28.9	4.7
 Ireland	689	5.3	22.8	22.9	32.2	14.7	2.1
 Italy	558	5.8	8.5	29.9	37.8	15.9	2.1
 Cyprus	445	12.3	16.3	19	40.8	8.9	2.6
 Latvia	300	6.1	5.1	16.9	27.9	39.5	4.4
 Lithuania	442	4	9.2	17.1	27.4	38	4.4
 Luxembourg	339	10	7.2	26	36.9	15.6	4.3
 Hungary	282	7.5	9.7	11.9	23.8	44.4	2.6
 Malta	329	10.2	7.7	15.7	45.8	14.4	6.1
 Netherlands	403	4.4	12.3	26.7	26.7	26.3	3.6
 Austria	557	2.6	8.2	35.7	26.2	24.6	2.7
 Poland	413	8.1	13.1	31.3	12.1	31.2	4.1
 Portugal	563	10.8	13.2	21.1	40.6	12.5	1.9
 Romania	259	18.1	11.1	13.6	20	32.6	4.5
 Slovenia	664	2.7	16	29.2	38.1	12.3	1.7
 Slovakia	282	6.8	9	36.4	18.2	26.7	2.8
 Finland	592	2.5	8.6	36.1	29.8	18.8	4.1
 Sweden	472	2.3	11.5	29.7	30.8	19.6	6.1
 United Kingdom	588	8	9.6	22.2	38.7	19.3	2.2

Table 6b. In what aspect the public transport should be better

QUESTION: Q6. In order to encourage you to use your car less, in what aspect should the public transport be better?

Base: those whose car is primarily used for daily mobility







	Total N	% Security of public transport,	% Closer proximity of stops to where you live,	% Better connection to your regular destinations,	% Better schedule (regularity and operating hours),	% None of the above, you would not use the car less	% DK/NA
EU27	13256	6.4	11.5	28	28.6	22.1	3.4
 SEX							
Male	7166	6.3	10.4	27.5	27.5	25	3.4
Female	6091	6.4	12.9	28.6	30	18.7	3.4
 AGE							
15 - 24	1148	6.7	10.3	25.2	41.2	14.3	2.3
25 - 39	4067	5.9	11.6	32.1	26.8	20.9	2.7
40 - 54	4319	6.2	10.6	29.8	29.1	21.7	2.6
55 +	3659	6.7	13.1	22.4	26	26.4	5.3
 EDUCATION (end of)							
Until 15 years of age	1936	7.3	12.1	23	29.2	22.8	5.6
16 - 20	6185	6.4	11.7	26.8	26.6	25.1	3.4
20 +	4140	5.4	11.5	33.2	27.9	19.5	2.5
Still in education	804	8.3	9.3	23.8	46.8	10.6	1.2
 LOCALITY TYPE							
Metropolitan area	2154	9.2	10.3	25.2	31.9	19.8	3.6
Other towns	4727	6.4	9.8	27.8	30.4	22.6	3
Rural zones	6338	5.3	13.2	29	26.3	22.7	3.6
 OCCUPATION							
Self-employed	1662	7.6	8.3	25.9	25.9	28.6	3.7
Employee	5425	4.8	11.5	31.7	31	18.3	2.8
Manual worker	1351	6.7	13.3	28.3	21.9	25.7	4.1
Not working	4769	7.6	12.2	24.3	28.8	23.4	3.8
 DRIVE							
Primarily driven car	9704	5.9	11.1	28.6	28.4	22.9	3.1
Other	3553	7.7	12.8	26.3	29.2	20	4.1

Table 7a. Doing anything to save fuel

QUESTION: Q7_A-D. During the past year, have you done any of the following to save fuel?

% of “yes” shown

Base: those who has a car at disposal





























	Total N	Adapted your driving style	Used public transport more	Walked or cycled more	Changed your car to another one which uses less fuel
 EU27	12572	56.8	26	55.9	25
COUNTRY					
 Belgium	535	64.1	32.8	61.2	19.8
 Bulgaria	260	33.1	18	51.3	19.3
 Czech Rep.	451	62.6	35.4	46	37.7
 Denmark	499	48.7	18.2	43.9	29.4
 Germany	541	74.6	25.7	66	27.7
 Estonia	345	29.6	14.1	31.5	24.2
 Greece	494	52.3	32.5	57.1	20.9
 Spain	482	49	34.3	53.1	24.1
 France	613	73.2	23.3	57.2	21.4
 Ireland	500	39.3	33	53	22.3
 Italy	538	42.1	25.2	56	21
 Cyprus	338	36	3.2	38.2	23.5
 Latvia	315	43	18.5	35	30.9
 Lithuania	408	35.5	15.5	35.8	34.2
 Luxembourg	268	67	45.7	56.4	36.4
 Hungary	347	26.2	19.5	40.6	25.7
 Malta	265	35.9	27.3	41.4	19.3
 Netherlands	551	52.7	20.6	63.3	15.6
 Austria	555	71	29.5	63.4	26.4
 Poland	339	61.5	21.7	38.9	33.5
 Portugal	493	46.1	24	55.3	15.5
 Romania	224	54.7	15.7	35.9	35.6
 Slovenia	493	66.8	25.2	63.2	31.6
 Slovakia	248	43.9	35.6	51.4	43.6
 Finland	527	57.4	14.9	50.5	23.7
 Sweden	484	58.2	23.2	52.9	24.9
 United Kingdom	525	38.6	29.6	54.8	27.1

Table 7b. Doing anything to save fuel

QUESTION: Q7_A-D. During the past year, have you done any of the following to save fuel?

% of "yes" shown

Base: those who has a car at disposal







	Total N	Adapted your driving style	Used public transport more	Walked or cycled more	Changed your car to another one which uses less fuel
EU27	12572	56.8	26	55.9	25
 SEX					
Male	7231	57.8	25.2	53.6	26.2
Female	5341	55.4	27.1	59	23.4
 AGE					
15 - 24	870	50.2	36.2	51.6	20.1
25 - 39	3774	56.8	22.3	51.2	27.9
40 - 54	3960	54.8	22.4	57.2	26.8
55 +	3885	60.6	31	59.9	21.5
 EDUCATION (end of)					
Until 15 years of age	1760	56.3	25.3	60.2	23.6
16 - 20	5767	56.5	24.2	55.1	27.7
20 +	4232	58.3	26.8	55.7	22.9
Still in education	610	51.3	39	54.4	18.1
 LOCALITY TYPE					
Metropolitan area	2466	54.9	40.5	57	29.2
Other towns	4666	55.2	26.9	57.8	22.5
Rural zones	5410	59	18.8	53.8	25.2
 OCCUPATION					
Self-employed	1496	56.4	20.8	49	25
Employee	5173	56.1	23.8	54.8	25.2
Manual worker	1248	57.4	22.9	51.8	32.6
Not working	4595	57.5	31.1	60.5	22.7
 DRIVE					
Primarily driven car	12572	56.8	26	55.9	25
Other	0	0	0	0	0

Table 8a. The best way to encourage the use of bio fuels

QUESTION: Q8. Bio fuels are renewable fuels that can reduce fossil oil dependence of vehicles. Which is in your opinion the best measure to encourage the use of bio fuels?





























	Total N	% Tax incentives to make bio fuel cheaper	% Higher taxes for polluting vehicles using traditional fossil fuel	% Compulsory standards for manufacturers to produce cars that use bio fuel	% Crop subsidies for bio fuel production	% Other measures	% DK/NA
 EU27	25767	35.5	9.6	32.2	12.5	3.1	7.1
COUNTRY							
 Belgium	1038	35.4	8.1	32	16.4	3.4	4.7
 Bulgaria	1010	37.1	10.8	20.8	13.9	1.6	15.7
 Czech Rep.	1012	35.7	14.7	23.1	14.3	2.7	9.3
 Denmark	1018	38.3	16.5	24.8	9.7	4	6.8
 Germany	1017	35.8	9.9	39.2	5.4	4.3	5.3
 Estonia	1006	41	9.9	18.7	7.5	3.2	19.6
 Greece	1011	31.7	8.9	32.6	19.4	1.9	5.6
 Spain	1007	20.2	9.9	36.1	17.8	6.1	10
 France	1001	38.7	9.4	29.6	15	2.3	5
 Ireland	1000	41.9	14.7	34	6.9	0.4	2
 Italy	1009	30.5	8.3	34.6	13.9	4.3	8.4
 Cyprus	508	36.9	13.4	27.6	14.5	2.3	5.4
 Latvia	1016	40.2	9.7	22.8	15.7	2	9.6
 Lithuania	1009	47.1	8.2	22.3	9.5	1.2	11.6
 Luxembourg	541	26.2	17.3	24	17.4	6.2	8.9
 Hungary	1017	45.9	3.4	20.1	24.4	2.2	4
 Malta	505	38.2	9.4	13.6	9.7	5.8	23.3
 Netherlands	1006	35.2	10	31.9	14.7	5	3.1
 Austria	1000	35.7	8.4	38.4	8.3	3	6.3
 Poland	1004	44.7	7.6	19.2	20.3	1	7.2
 Portugal	1000	31.1	8.5	43.4	7.7	1.6	7.7
 Romania	1009	30.5	10.6	19.8	16.3	1.8	21
 Slovenia	1004	36.3	10.7	32.4	16.2	1.6	2.9
 Slovakia	1009	32.8	8.7	27.7	21	1.2	8.5
 Finland	1000	53.8	13	16.1	9	2.4	5.6
 Sweden	1003	48	12.8	21.2	7.7	3.5	6.9
 United Kingdom	1007	38.1	10.3	40.4	5.5	1.6	4.1

Table 8b. The best way to encourage the use of bio fuels

QUESTION: Q8. Bio fuels are renewable fuels that can reduce fossil oil dependence of vehicles. Which is in your opinion the best measure to encourage the use of bio fuels?







	Total N	% Tax incentives to make bio fuel cheaper	% Higher taxes for polluting vehicles using traditional fossil fuel	% Compulsory standards for manufacturers to produce cars that use bio fuel	% Crop subsidies for bio fuel production	% Other measures	% DK/NA
EU27	25767	35.5	9.6	32.2	12.5	3.1	7.1
 SEX							
Male	12465	36.1	9.9	31.4	13.1	4.1	5.5
Female	13302	34.9	9.3	33	11.9	2.2	8.7
 AGE							
15 - 24	3851	33.8	14.1	32.6	13.4	1.4	4.7
25 - 39	6567	38.6	9.1	34.7	10.8	2.4	4.4
40 - 54	7044	36	8.6	33.7	12.9	3.7	5.2
55 +	8170	33.4	8.6	28.8	13	4	12.1
 EDUCATION (end of)							
Until 15 years of age	4355	31	8.4	30	13	3.6	14
16 - 20	10912	36.7	9.1	31.3	13.9	2.7	6.2
20 +	6938	38.2	9.1	34.3	10.2	3.7	4.5
Still in education	2972	32.7	14.3	36.4	11.4	1.8	3.4
 LOCALITY TYPE							
Metropolitan area	5338	36.4	11.1	32.5	10.8	3.2	6
Other towns	10032	34.1	9	33.6	12	3.5	7.8
Rural zones	10313	36.3	9.4	30.7	13.8	2.7	7.2
 OCCUPATION							
Self-employed	2370	36.8	7.2	33.6	14.3	3.9	4.2
Employee	8435	37.7	8.8	36.4	10.5	2.9	3.7
Manual worker	2243	38.7	9.2	27.2	15.3	2.3	7.2
Not working	12638	33.2	10.7	30	12.9	3.3	10
 DRIVE							
Primarily driven car	12572	38.2	7.9	33.9	11.8	3.6	4.6
Other	13195	32.9	11.2	30.6	13.1	2.6	9.6

Table 9a. Preparedness to pay more for using a less polluting transport

QUESTION: Q9. Would you be prepared to pay more for using a less polluting transport (energy efficient private and public vehicles, clean fuels...)? - How much more would you be prepared to pay?





























	Total N	% No, I am not prepared to pay more	% Yes, I would pay up to 10% more	% Yes, I would pay more than 10% more	% DK/NA
 EU27	25767	41	45.2	9.2	4.6
COUNTRY					
 Belgium	1038	33	51.6	10	5.4
 Bulgaria	1010	46.7	37.9	4.7	10.7
 Czech Rep.	1012	40.1	42.9	10.2	6.8
 Denmark	1018	35.2	48.5	12.6	3.7
 Germany	1017	43.6	43.6	10.1	2.7
 Estonia	1006	47.2	30.6	3.9	18.3
 Greece	1011	28.7	47.7	20.7	3
 Spain	1007	36.2	50	9.7	4
 France	1001	37.8	49.8	9.6	2.8
 Ireland	1000	34	52.2	11.5	2.3
 Italy	1009	34.2	50.4	8.5	6.8
 Cyprus	508	30.9	48.4	13.6	7.1
 Latvia	1016	59	30.4	4.5	6.1
 Lithuania	1009	43	39.6	7.3	10.1
 Luxembourg	541	24.2	57.2	9.4	9.1
 Hungary	1017	44.4	43	6.6	6
 Malta	505	29.2	56.5	4.7	9.6
 Netherlands	1006	38.8	46.8	9.6	4.8
 Austria	1000	38.1	48.4	9.6	3.9
 Poland	1004	55.7	34.1	3	7.2
 Portugal	1000	43.5	45.7	6	4.8
 Romania	1009	48.7	32.2	10.8	8.3
 Slovenia	1004	26.5	54.1	15.9	3.5
 Slovakia	1009	46.1	42.2	6	5.7
 Finland	1000	41.8	46.3	7.3	4.6
 Sweden	1003	39	44	12.4	4.5
 United Kingdom	1007	41.8	46	9.8	2.4

Table 9b. Preparedness to pay more for using a less polluting transport

QUESTION: Q9. Would you be prepared to pay more for using a less polluting transport (energy efficient private and public vehicles, clean fuels...)? - How much more would you be prepared to pay?







	Total N	% No, I am not prepared to pay more	% Yes, I would pay up to 10% more	% Yes, I would pay more than 10% more	% DK/NA
EU27	25767	41	45.2	9.2	4.6
 SEX					
Male	12465	43.2	42.3	10.8	3.7
Female	13302	38.9	47.9	7.7	5.5
 AGE					
15 - 24	3851	34.4	49.7	12.1	3.8
25 - 39	6567	40.5	45.7	10.3	3.4
40 - 54	7044	41.2	46.9	8.3	3.7
55 +	8170	43.8	41.6	7.8	6.8
 EDUCATION (end of)					
Until 15 years of age	4355	46.5	40.7	4.9	7.9
16 - 20	10912	44.3	44.5	7.1	4
20 +	6938	35.5	47.2	14	3.2
Still in education	2972	31.9	51.8	12.5	3.7
 LOCALITY TYPE					
Metropolitan area	5338	38.8	45.8	11	4.4
Other towns	10032	39.7	45.9	9.4	5
Rural zones	10313	43.3	44.4	8.1	4.3
 OCCUPATION					
Self-employed	2370	41.6	45	11.2	2.3
Employee	8435	38.5	48.1	10.5	2.9
Manual worker	2243	46.9	41.6	6.3	5.2
Not working	12638	41.3	44.1	8.5	6.1
 DRIVE					
Primarily driven car	12572	42.3	45.8	8.9	2.9
Other	13195	39.7	44.7	9.4	6.2

Table 10a. Paying for congestion and environmental damage through road tolls

QUESTION: Q10. In principle, do you think all road users should pay for congestion and environmental damage through road tolls?





























	Total N	% Yes	% No	% DK/NA
 EU27	25767	34.7	59.8	5.5
COUNTRY				
 Belgium	1038	42.5	51.9	5.6
 Bulgaria	1010	46.3	40	13.7
 Czech Rep.	1012	53.7	39.5	6.7
 Denmark	1018	40.3	54.3	5.4
 Germany	1017	32.5	65.6	1.9
 Estonia	1006	26.3	59.7	13.9
 Greece	1011	51.4	44.7	3.9
 Spain	1007	27.3	65.3	7.3
 France	1001	23.8	71.4	4.8
 Ireland	1000	44.8	53	2.2
 Italy	1009	24.9	67.5	7.5
 Cyprus	508	39.6	53.2	7.2
 Latvia	1016	50.7	39.8	9.5
 Lithuania	1009	51.8	37.6	10.6
 Luxembourg	541	39.4	49.3	11.2
 Hungary	1017	25.9	66.7	7.4
 Malta	505	38.4	55.1	6.4
 Netherlands	1006	41.2	54.3	4.5
 Austria	1000	38.5	56.7	4.8
 Poland	1004	49	43.5	7.5
 Portugal	1000	31.9	60.6	7.4
 Romania	1009	46.2	45.9	7.9
 Slovenia	1004	44.5	51.9	3.6
 Slovakia	1009	42.6	48.1	9.3
 Finland	1000	35.9	58.5	5.6
 Sweden	1003	39.6	53.3	7.1
 United Kingdom	1007	35.7	60.9	3.5

Table 10b. Paying for congestion and environmental damage through road tolls

QUESTION: Q10. In principle, do you think all road users should pay for congestion and environmental damage through road tolls?







	Total N	% Yes	% No	% DK/NA
EU27	25767	34.7	59.8	5.5
 SEX				
Male	12465	34.9	60.8	4.3
Female	13302	34.5	58.9	6.6
 AGE				
15 - 24	3851	41.2	55.9	2.9
25 - 39	6567	34.7	61.7	3.6
40 - 54	7044	32.3	63	4.7
55 +	8170	33.9	57.3	8.7
 EDUCATION (end of)				
Until 15 years of age	4355	32.7	58	9.3
16 - 20	10912	32	62.7	5.3
20 +	6938	36.1	60.3	3.6
Still in education	2972	43.6	53.4	3
 LOCALITY TYPE				
Metropolitan area	5338	35	59	6
Other towns	10032	35.7	59	5.3
Rural zones	10313	33.6	61	5.3
 OCCUPATION				
Self-employed	2370	31	65	4
Employee	8435	31.6	65.2	3.2
Manual worker	2243	34.2	61.4	4.4
Not working	12638	37.6	54.9	7.5
 DRIVE				
Primarily driven car	12572	29.1	67	3.9
Other	13195	40	53	7

Table 11a. How the money thus collected should be spent

QUESTION: Q11. How should the money thus collected be spent?





























	Total N	% To improve road-related infrastructure (e.g. city tunnels, noise barriers)	% To invest in public transport (e.g. rail and urban transport)	% As general public expenditure	% DK/NA
 EU27	25767	36.2	40.4	16.5	6.9
COUNTRY					
 Belgium	1038	29	46.1	20	4.9
 Bulgaria	1010	68	17.6	4.4	10
 Czech Rep.	1012	49.9	28.7	14.5	6.9
 Denmark	1018	33.7	42.7	15.4	8.3
 Germany	1017	27.4	48.1	19.6	5
 Estonia	1006	44.9	29.1	12.6	13.4
 Greece	1011	61.8	24.6	12.3	1.3
 Spain	1007	42.9	28.4	21.1	7.6
 France	1001	32.4	43	17.6	7
 Ireland	1000	25	60.7	12.4	1.9
 Italy	1009	29.1	44.6	17.3	9
 Cyprus	508	28.3	52.3	12.7	6.7
 Latvia	1016	73.3	11.5	9.3	5.9
 Lithuania	1009	60.7	19.4	9.5	10.4
 Luxembourg	541	16.8	55.5	19.1	8.5
 Hungary	1017	50	27	10.2	12.8
 Malta	505	55.4	14.9	19.9	9.8
 Netherlands	1006	30.5	50.2	15	4.3
 Austria	1000	21.5	50.3	17.5	10.8
 Poland	1004	56.8	17.5	16.1	9.5
 Portugal	1000	28.5	47.8	12.4	11.3
 Romania	1009	67.2	11.1	11.7	10
 Slovenia	1004	40.7	44	10.3	5
 Slovakia	1009	47.9	32.5	12.9	6.7
 Finland	1000	33.7	45.2	15.7	5.4
 Sweden	1003	31.9	52.5	9.1	6.5
 United Kingdom	1007	20.2	60.5	16	3.2

Table 11b. How the money thus collected should be spent

QUESTION: Q11. How should the money thus collected be spent?







	Total N	% To improve road-related infrastructure (e.g. city tunnels, noise barriers)	% To invest in public transport (e.g. rail and urban transport)	% As general public expenditure	% DK/NA
EU27	25767	36.2	40.4	16.5	6.9
 SEX					
Male	12465	38.1	40.3	14.9	6.8
Female	13302	34.5	40.6	18	6.9
 AGE					
15 - 24	3851	31.8	39.6	23.4	5.2
25 - 39	6567	38	40	16.6	5.5
40 - 54	7044	37.1	42.4	14	6.5
55 +	8170	36.2	39.5	15.3	9
 EDUCATION (end of)					
Until 15 years of age	4355	35.3	34.5	19.9	10.3
16 - 20	10912	37.9	39.2	16.2	6.7
20 +	6938	36.1	46	12.4	5.5
Still in education	2972	32.2	42.2	21.8	3.7
 LOCALITY TYPE					
Metropolitan area	5338	34.8	41.9	16.2	7
Other towns	10032	37.8	39	16.5	6.6
Rural zones	10313	35.3	41.1	16.7	6.9
 OCCUPATION					
Self-employed	2370	42	38.7	12.2	7.1
Employee	8435	35.1	45.6	14.7	4.6
Manual worker	2243	40.7	32.6	17.8	8.9
Not working	12638	35	38.8	18.3	7.9
 DRIVE					
Primarily driven car	12572	37.5	41.9	14.3	6.3
Other	13195	35	39.1	18.6	7.4

Table 12a. Opinion about the security controls at airports

QUESTION: Q12. Based on your experience or what you hear; what is your opinion on security controls at airports?





























	Total N	% They are appropriate	% They are insufficient	% They are excessive	% I am not concerned as I seldom travel by plane	% DK/NA
 EU27	25767	34.2	13.3	8.8	38.4	5.4
COUNTRY						
 Belgium	1038	37.5	10.2	9.2	38.7	4.4
 Bulgaria	1010	18	15.4	2.1	48.4	16.1
 Czech Rep.	1012	41.8	15.5	9.8	24.5	8.4
 Denmark	1018	42.5	5.8	21.9	25.6	4.2
 Germany	1017	40	10.6	9.1	39.4	0.9
 Estonia	1006	36.8	7.3	1.8	44.5	9.5
 Greece	1011	34.3	20.4	10	30.2	5.2
 Spain	1007	28.6	15.7	8.5	42.5	4.7
 France	1001	32.5	9.1	11.3	45.7	1.5
 Ireland	1000	47.5	11.9	18.4	20.5	1.7
 Italy	1009	27.8	23.5	6.3	34.4	8
 Cyprus	508	38.4	34.8	7.7	12.5	6.6
 Latvia	1016	21	10.3	6.2	56.3	6.2
 Lithuania	1009	21.5	12.5	4.8	44	17.3
 Luxembourg	541	40.3	11	15.8	30.9	2.1
 Hungary	1017	18.7	2.9	4.8	66.9	6.8
 Malta	505	48	16.3	3.1	25	7.6
 Netherlands	1006	31.6	9.6	19.4	37	2.2
 Austria	1000	37	4.1	21.8	34.6	2.5
 Poland	1004	16.8	14.9	2.1	53.3	12.8
 Portugal	1000	33.1	20.1	4.6	32.9	9.3
 Romania	1009	26.4	12.2	2.8	42.9	15.8
 Slovenia	1004	30	5.2	11	47.3	6.6
 Slovakia	1009	38.2	16.2	7.4	29.6	8.6
 Finland	1000	54.2	2.8	17.4	24.2	1.4
 Sweden	1003	48.7	8	16.8	21.6	4.8
 United Kingdom	1007	50.8	12.5	9	24.7	2.9

Table 12b. Opinion about the security controls at airports

QUESTION: Q12. Based on your experience or what you hear; what is your opinion on security controls at airports?







	Total N	% They are appropriate	% They are insufficient	% They are excessive	% I am not concerned as I seldom travel by plane	% DK/NA
EU27	25767	34.2	13.3	8.8	38.4	5.4
 SEX						
Male	12465	36.3	12.7	10.1	36.3	4.7
Female	13302	32.2	13.9	7.5	40.3	6
 AGE						
15 - 24	3851	38.2	10.8	9.3	38.4	3.4
25 - 39	6567	34	13.5	10.5	38.2	3.8
40 - 54	7044	35.3	13.8	8.9	37.1	4.9
55 +	8170	31.7	13.9	7.1	39.5	7.8
 EDUCATION (end of)						
Until 15 years of age	4355	24.6	15.2	4.8	46.3	9.2
16 - 20	10912	33.8	13.7	7.4	39.7	5.4
20 +	6938	39.3	12.7	12.7	32.2	3
Still in education	2972	40.6	11.1	10.9	34.6	2.7
 LOCALITY TYPE						
Metropolitan area	5338	37.2	13.6	11.6	33.8	3.7
Other towns	10032	34.6	13.7	8.8	37.2	5.8
Rural zones	10313	32.4	12.8	7.3	41.8	5.8
 OCCUPATION						
Self-employed	2370	38.1	14.1	11.8	32	4
Employee	8435	40	13	10.7	33.6	2.8
Manual worker	2243	26.9	12	5.4	49	6.7
Not working	12638	30.9	13.6	7.6	40.8	7.1
 DRIVE						
Primarily driven car	12572	37.4	12.7	9.7	36	4.2
Other	13195	31.1	13.8	7.9	40.6	6.5

Table 13a. Awareness of the rights for air passengers to be respected by airlines

QUESTION: Q13. Are you aware that there are certain rights for air passengers to be respected by airlines operating in the European Union, e.g. in case of flight cancellation or delays?



































	Total N	% Yes	% No, although I do fly	% No, I never fly	% DK/NA
 EU27	25767	45.8	16.6	31.9	5.7
COUNTRY					
 Belgium	1038	44.7	17	35.1	3.2
 Bulgaria	1010	39.2	2.4	40.9	17.6
 Czech Rep.	1012	35.5	16.9	37.5	10.1
 Denmark	1018	50.5	27.8	19.7	2
 Germany	1017	40.2	21.3	36.1	2.4
 Estonia	1006	33.3	9.7	38.7	18.3
 Greece	1011	57.8	15.2	24.3	2.7
 Spain	1007	58.1	8.9	26.5	6.5
 France	1001	45	16.4	37.4	1.2
 Ireland	1000	53.1	37.9	8.3	0.7
 Italy	1009	52.8	9.7	26.9	10.6
 Cyprus	508	67.3	22.9	6.3	3.6
 Latvia	1016	33.5	9.2	48.1	9.2
 Lithuania	1009	39.7	7.1	42.8	10.3
 Luxembourg	541	39.8	22.1	32.5	5.6
 Hungary	1017	27.4	9.3	58.2	5.2
 Malta	505	50.2	23.2	14	12.7
 Netherlands	1006	49.7	19.7	29	1.6
 Austria	1000	47.7	19.6	26.5	6.3
 Poland	1004	36.8	3.3	45.9	14.1
 Portugal	1000	66.1	7.2	21	5.6
 Romania	1009	44.7	3.1	38.4	13.8
 Slovenia	1004	60.9	6.3	29.6	3.3
 Slovakia	1009	46.1	7.6	38.9	7.4
 Finland	1000	38.2	31.1	27.2	3.5
 Sweden	1003	42.4	29.6	25.7	2.4
 United Kingdom	1007	44.5	36.6	17.6	1.2

Table 13b. Awareness of the rights for air passengers to be respected by airlines

QUESTION: Q13. Are you aware that there are certain rights for air passengers to be respected by airlines operating in the European Union, e.g. in case of flight cancellation or delays?

	Total N	% Yes	% No, although I do fly	% No, I never fly	% DK/NA
EU27	25767	45.8	16.6	31.9	5.7
 SEX					
Male	12465	47.8	16.7	30	5.5
Female	13302	43.9	16.6	33.7	5.9
 AGE					
15 - 24	3851	43.5	21	31.2	4.3
25 - 39	6567	45.3	19.4	30.7	4.5
40 - 54	7044	48.1	16.7	29.2	5.9
55 +	8170	45.3	12.4	35.3	7.1
 EDUCATION (end of)					
Until 15 years of age	4355	36.4	11.1	42.1	10.4
16 - 20	10912	43.4	16.9	34.4	5.3
20 +	6938	55.3	18.9	22.4	3.5
Still in education	2972	47.4	20.7	27.6	4.3
 LOCALITY TYPE					
Metropolitan area	5338	51.9	18.3	25	4.8
Other towns	10032	48.2	16.2	29.6	6
Rural zones	10313	40.4	16.2	37.5	5.9
 OCCUPATION					
Self-employed	2370	53.1	20.1	22.4	4.4
Employee	8435	50.4	21.7	24.9	3.1
Manual worker	2243	35.4	11.4	46.7	6.6
Not working	12638	43.2	13.6	35.6	7.6
 DRIVE					
Primarily driven car	12572	48	18.6	29.1	4.4
Other	13195	43.7	14.8	34.5	7

7. Survey details

This survey on the General population survey on “Transport” was conducted for the European Commission, Directorate-General Energy and Transport R3.

Telephone interviews were conducted in each country with the exception of the Bulgaria, Czech Republic, Estonia, Latvia, Lithuania, Hungary Poland, Romania and Slovakia where, both telephone and face-to-face interviews were conducted (700 webCATI and 300 F2F interviews). The interviews were conducted between the 03/05/2007 and the 07/05/2007 by these Institutes:

Belgium	BE	Gallup Europe	(Interviews : 03/05/2007 - 05/05/2007)
Czech Republic	CZ	Focus Agency	(Interviews : 03/05/2007 - 07/05/2007)
Denmark	DK	Hermelin	(Interviews : 03/05/2007 - 07/05/2007)
Germany	DE	IFAK	(Interviews : 03/05/2007 - 07/05/2007)
Estonia 07/05/2007)	EE	Saar Poll	(Interviews : 03/05/2007 -
Greece	EL	Metroanalysis	(Interviews : 03/05/2007 - 07/05/2007)
Spain	ES	Gallup Spain	(Interviews : 03/05/2007 - 07/05/2007)
France	FR	Effience3	(Interviews : 03/05/2007 - 06/05/2007)
Ireland	IE	Gallup UK	(Interviews : 03/05/2007 - 07/05/2007)
Italy	IT	Demoskopea	(Interviews : 03/05/2007 - 07/05/2007)
Cyprus	CY	CYMAR	(Interviews : 03/05/2007 - 04/05/2007)
Latvia	LV	Latvian Facts	(Interviews : 03/05/2007 - 07/05/2007)
Lithuania	LT	Baltic Survey	(Interviews : 03/05/2007 - 07/05/2007)
Luxembourg	LU	Gallup Europe	(Interviews : 03/05/2007 - 07/05/2007)
Hungary	HU	Gallup Hungary	(Interviews : 03/05/2007 - 07/05/2007)
Malta	MT	MISCO	(Interviews : 03/05/2007 - 06/05/2007)
Netherlands	NL	Telder	(Interviews : 03/05/2007 - 06/05/2007)
Austria	AT	Spectra	(Interviews : 03/05/2007 - 07/05/2007)
Poland	PL	Gallup Poland	(Interviews : 03/05/2007 - 07/05/2007)
Portugal	PT	Consulmark	(Interviews : 03/05/2007 - 07/05/2007)
Slovenia	SI	Cati d.o.o.	(Interviews : 03/05/2007 - 07/05/2007)
Slovakia	SK	Focus Agency	(Interviews : 03/05/2007 - 07/05/2007)
Finland	FI	Hermelin	(Interviews : 03/05/2007 - 07/05/2007)
Sweden	SE	Hermelin	(Interviews : 03/05/2007 - 07/05/2007)
United Kingdom	UK	Gallup UK	(Interviews : 03/05/2007 - 07/05/2007)
Bulgaria	BG	Vitoshia	(Interviews : 03/05/2007 - 07/05/2007)
Romania	RO	Gallup Romania	(Interviews : 03/05/2007 - 07/05/2007)

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, in Cyprus, Luxembourg, and Malta the targeted size was 500. 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	25767	100	25767	100
BE	1038	4.0	547	2.1
BG	1010	3.9	425	1.7
CZ	1012	3.9	553	2.1
DK	1018	4.0	277	1.1
DE	1017	3.9	4517	17.5
EE	1006	3.9	72	0.3
EL	1011	3.9	591	2.3
ES	1007	3.9	2220	8.6
FR	1001	3.9	3057	11.9
IE	1000	3.9	203	0.8
IT	1009	3.9	3160	12.3
CY	508	2.0	39	0.1
LV	1016	3.9	125	0.5
LT	1009	3.9	181	0.7
LU	541	2.1	23	0.1
HU	1017	3.9	532	2.1
MT	505	2.0	21	0.1
NL	1006	3.9	844	3.3
AT	1000	3.9	425	1.6
PL	1004	3.9	2022	7.8
PT	1000	3.9	553	2.1
RO	1009	3.9	1136	4.4
SI	1004	3.9	109	0.4
SK	1009	3.9	284	1.1
FI	1000	3.9	275	1.1
SE	1003	3.9	472	1.8
UK	1007	3.9	3104	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)

Drive (Primarily driven car, other)

Sampling error

The results in a survey are valid only between the limits of a statistical margin caused by the sampling process. This margin varies with three factors:

1. The sample size (or the size of the analysed part in the sample): the greater the number of respondents is, the smaller the statistical margin will be;
2. The result in itself: the closer the result approaches 50%, the wider the statistical margin will be;
3. The desired degree of confidence: the more "strict" we are, the wider the statistical margin will be.

As an example, examine this illustrative case:

1. One question has been answered by 500 people;
2. The analysed result is around 50%;
3. We choose a significance level of 95 % (it is the level most often used by the statisticians, and it is the one chosen for the Table hereafter);

In this illustrative case the statistical margin is: (+/- 4.4%) around the observed 50%. And as a conclusion: the result for the whole population lies between 45.6% and 54.4 %.

Hereafter, the statistical margins computed for various observed results are shown, on various sample sizes, at the 95% significance level.

STATISTICAL MARGINS DUE TO THE SAMPLING PROCESS (AT THE 95 % LEVEL OF CONFIDENCE)

Various sample sizes are in rows;

Various observed results are in columns:

	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%
N=50	6,0	8,3	9,9	11,1	12,0	12,7	13,2	13,6	13,8	13,9
N=500	1,9	2,6	3,1	3,5	3,8	4,0	4,2	4,3	4,4	4,4
N=1000	1,4	1,9	2,2	2,5	2,7	2,8	3,0	3,0	3,1	3,1
N=1500	1,1	1,5	1,8	2,0	2,2	2,3	2,4	2,5	2,5	2,5
N=2000	1,0	1,3	1,6	1,8	1,9	2,0	2,1	2,1	2,2	2,2
N=3000	0,8	1,1	1,3	1,4	1,5	1,6	1,7	1,8	1,8	1,8
N=4000	0,7	0,9	1,1	1,2	1,3	1,4	1,5	1,5	1,5	1,5
N=5000	0,6	0,8	1,0	1,1	1,2	1,3	1,3	1,4	1,4	1,4
N=6000	0,6	0,8	0,9	1,0	1,1	1,2	1,2	1,2	1,3	1,3

8. Survey questionnaire

FLASH EUROBAROMETER ON TRANSPORT May 2007 QUESTIONNAIRE

1. Which of the following applies to you?

[CODE FIRST THAT APPLIES]

- There is a car in your household that is primarily driven by you (that is: not driven by someone else) 1
- There is a car/are cars in your household, but primarily driven by other family members 2
- There is no car in your household 3
- [DK/NA] 9

2. 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

3. Do you think the type of car people drive and the way they use it has an important impact on:

- Yes 1
 - No 2
 - [DK/NA] 9
- A) the traffic situation in your area 1 2 9
- B) the environment in your area 1 2 9

4. Thinking of the city you are living or the one you live nearby, which of the following measures could, in your opinion, improve the traffic situation there?

[READ AND ROTATE, ONE ANSWER ALLOWED]

- better public transport..... 1
- limitations in city centres (parking, access for private cars or trucks)..... 2
- speed limitations..... 3
- charges for road usage (e.g. city tolls) 4

- [no need to improve]..... 5
- [Other] 6
- [DK/NA] 9

5. Road transport generates about one fifth of the EU's harmful emissions. Between 1990 and 2004, CO₂ emissions from road transport rose by 26%. Which is the best way to reverse this trend?

[READ OUT, ROTATE, ONE ANSWER ALLOWED]

- Introduce restrictions to the use of cars 1
- Only allow the sale of less polluting vehicles 2
- Promote the purchase of fuel-efficient vehicles by giving better information..... 3
- Promote the purchase of fuel-efficient vehicles through tax incentives 4
- [DK/NA] 9

IF CAR IS PRIMARILY USED FOR DAILY MOBILITY, Q2 = 1

6. In order to encourage you to use your car less, in what aspect should the public transport be better?

[READ OUT, ROTATE, ONE ANSWER ALLOWED]

- security of public transport, 1
- closer proximity of stops to where you live,..... 2
- better connection to your regular destinations, 3
- better schedule (regularity and operating hours), 4

OR

- none of the above, you would not use the car less..... 6
- [DK/NA] 9

IF HAS A CAR AT DISPOSAL, Q1 = 1

7. During the past year, have you done any of the following to save fuel?

[MULTIPLE ANSWER]

- Yes 1
- No 2
- [DK/NA] 9

- A) Adapted your driving style 1 2 9
- B) Used public transport more..... 1 2 9
- C) Walked or cycled more 1 2 9
- D) Changed your car to another one which uses less fuel..... 1 2 9

8. Bio fuels are renewable fuels that can reduce fossil oil dependence of vehicles. Which is in your opinion the best measure to encourage the use of bio fuels?

[READ OUT, ROTATE, ONE ANSWER ALLOWED]

- Tax incentives to make bio fuel cheaper 1
- Higher taxes for polluting vehicles using traditional fossil fuel 2
- Compulsory standards for manufacturers to produce cars that use bio fuel 3
- Crop subsidies for bio fuel production 4
- [Other measures]..... 5
- [DK/NA] 9

9. Would you be prepared to pay more for using a less polluting transport (energy efficient private and public vehicles, clean fuels...)? How much more would you be prepared to pay?

[ONE ANSWER ALLOWED]

- No, I am not prepared to pay more..... 1
- Yes, I would pay up to 10% more 2
- Yes, I would pay more than 10% more..... 3
- [DK/NA] 9

10. In principle, do you think all road users should pay for congestion and environmental damage through road tolls?

- Yes 1
- No 2
- [DK/NA] 9

11. How should the money thus collected be spent?

- To improve road-related infrastructure (e.g. city tunnels, noise barriers) 1
- To invest in public transport (e.g. rail and urban transport) 2
- As general public expenditure 3
- [DK/NA] 9

12. Based on your experience or what you hear; what is your opinion on security controls at airports?

- they are appropriate 1
- they are insufficient 2
- they are excessive..... 3
- I am not concerned as I seldom travel by plane 4
- [DK/NA] 9

13. Are you aware that there are certain rights for air passengers to be respected by airlines operating in the European Union, e.g. in case of flight cancellation or delays?

- Yes 1
- No, although I do fly 2
- No, I never fly
- [DK/NA] 9

Demography

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	3
	- [Refusal].....	9