



## **Special Eurobarometer 422a**

# **QUALITY OF TRANSPORT**

## **REPORT**

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This survey has been requested by the European Commission, Directorate-General for Mobility and Transport (DG MOVE) and co-ordinated by Directorate-General for Communication (DG COMM).

[http://ec.europa.eu/public\\_opinion/index\\_en.htm](http://ec.europa.eu/public_opinion/index_en.htm)

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The interpretations and opinions contained in it are solely those of the authors.

**Special Eurobarometer 422a / Wave EB82.2 – TNS Opinion & Social**

## **Special Eurobarometer 422a**

# **Quality of transport**

Conducted by TNS Opinion & Social at the request of  
Directorate-General for Mobility and Transport (DG MOVE)

Survey co-ordinated by Directorate-General Communication  
(DG COMM "Strategy, Corporate Communication Actions and  
Eurobarometer" Unit)

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## TABLE OF CONTENTS

<b>INTRODUCTION</b> .....	<b>3</b>
<b>EXECUTIVE SUMMARY</b> .....	<b>5</b>
<b>1. TRANSPORT HABITS FOR EVERYDAY JOURNEYS</b> .....	<b>7</b>
1.1. The most frequently used modes of transport .....	7
1.2. Reasons for using different modes of transport .....	14
1.3. Ways of encouraging the use of public transport .....	19
<b>2. TRANSPORT HABITS WHEN MAKING LONG JOURNEYS WITHIN THE EU</b> .....	<b>24</b>
2.1. Frequency of long journeys .....	24
2.2. The most frequently used modes of transport for long journeys .....	28
2.3. Reasons for using the respective modes of transport when making long journeys .....	32
2.4. Satisfaction with different aspects of long journeys .....	37
<b>3. PERCEPTION OF THE QUALITY OF DIFFERENT MEANS OF TRANSPORT OVER RECENT YEARS</b> .....	<b>41</b>
<b>4. ROAD TRANSPORT</b> .....	<b>42</b>
4.1. Perceptions of the quality of road transport .....	42
4.2. The most serious problems affecting roads .....	46
4.3. Priorities for improving safety on roads .....	51
4.4. General attitudes about online availability of the vehicle's location .....	56
<b>5. AIR TRANSPORT</b> .....	<b>59</b>
5.1. Perceptions of the quality of air transport .....	59
5.2. The most serious problems affecting air transport .....	64
5.3. Perception of the importance of the restriction on liquids in hand-luggage .....	68

**6. RAIL TRANSPORT ..... 71**

**6.1. Perceptions of the quality of rail transport..... 71**

**6.2. The most serious problems affecting rail transport ..... 75**

**7. SEA AND RIVER TRANSPORT ..... 79**

**7.1. Perceptions of the quality of sea or river transport ..... 79**

**7.2. The most serious problems affecting sea or river transport ..... 81**

**8. SUGGESTIONS FOR MAKING THE TRANSPORT SECTOR MORE ATTRACTIVE  
TO JOB SEEKERS..... 85**

**CONCLUSIONS..... 89**

**ANNEXES**

- Technical specifications**
- Questionnaire**
- Tables**

## INTRODUCTION

Transport directly affects everyone in Europe. Whatever age we are and whatever activities we undertake, transportation and mobility play a fundamental role for our daily lives and for business. The estimated annual budget of the average EU household for **transport is € 4 530. With** a population of over 505 million this represents a significant investment.

The aim of the European Commission's Directorate General for Mobility and Transport (DG MOVE) is to promote transport solutions that are efficient, safe, secure and environmentally friendly and to create the conditions for a competitive industry, generating growth and jobs. With this in mind, DG MOVE is actively working on a range of activities that concern all modes of transportation: policy making and the proposition of new laws, project funding and research as well as activities to increase citizen's awareness. Furthermore, DG MOVE provides statistical insights to all interested parties: decision makers, industries, citizens and media - for example, the annual statistical pocketbook or the recent EU Transport Scoreboard.

DG MOVE commissioned this survey to gather information from European citizens, understand their habits, hear their opinions and analyse their perceptions of transport related matters. The survey focussed on:

- The most frequently used modes of transport for daily trips and long journeys and the reasons these modes were chosen;
- How to encourage people who use cars and motorbikes to use public transport ;
- The perceptions of the quality of road, air, rail and sea transport over the last five years and the most serious problems affecting these modes of transport;
- How to make the transport sector more appealing for job seekers.

Results are presented first for the EU as a whole, then for individual countries, followed by socio-demographic analyses.

This survey was carried out by TNS Opinion & Social network in the 28 Member States of the European Union between the 11<sup>th</sup> and 20<sup>th</sup> of October 2014. Some 27.868 respondents from different social and demographic groups were interviewed face-to-face at home in their mother tongue on behalf of the Directorate-General for Mobility and Transport. The methodology used is that of Eurobarometer surveys as carried out by the Directorate-General for **Communication** ("Strategy, Corporate Communication Actions and Eurobarometer" Unit)<sup>1</sup>. A technical note on the manner in which interviews were conducted by the Institutes within the TNS Opinion & Social network is appended as an annex to this report. Also included are the interview methods and confidence intervals<sup>2</sup>.

Note: In this report, countries are referred to by their official abbreviation. The abbreviations used in this report correspond to:

ABBREVIATIONS			
BE	Belgium	LV	Latvia
BG	Bulgaria	LU	Luxembourg
CZ	Czech Republic	HU	Hungary
DK	Denmark	MT	Malta
DE	Germany	NL	The Netherlands
EE	Estonia	AT	Austria
EL	Greece	PL	Poland
ES	Spain	PT	Portugal
FR	France	RO	Romania
HR	Croatia	SI	Slovenia
IE	Ireland	SK	Slovakia
IT	Italy	FI	Finland
CY	Republic of Cyprus***	SE	Sweden
LT	Lithuania	UK	The United Kingdom
		EU28	European Union – 28 Member States
		EU15	BE, IT, FR, DE, LU, NL, DK, UK, IE, PT, ES, EL, AT, SE, FI*
		NMS13	BG, CZ, EE, HR, CY, LT, LV, MT, HU, PL, RO, SI, SK**
		EURO AREA	BE, FR, IT, LV, LU, DE, AT, ES, PT, IE, NL, FI, EL, EE, SI, CY, MT, SK

\* EU15 refers to the 15 countries forming the European Union before the enlargements of 2004, 2007 and 2013

\*\* The NMS13 are the 13 'new Member States' which joined the European Union during the 2004, 2007 and 2013 enlargements

\*\*\* Cyprus as a whole is one of the 28 European Union Member States. However, the 'acquis communautaire' has been suspended in the part of the country which is not controlled by the government of the Republic of Cyprus. For practical reasons, only the interviews carried out in the part of the country controlled by the government of the Republic of Cyprus are included in the 'CY' category and in the EU28 average.

\* \* \* \* \*

*We wish to thank the people throughout Europe who have given their time to take part in this survey. Without their active participation, this study would not have been possible.*

<sup>1</sup> [http://ec.europa.eu/public\\_opinion/index\\_en.htm](http://ec.europa.eu/public_opinion/index_en.htm)

<sup>2</sup> The results tables are included in the annex. It should be noted that the total of the percentages in the tables of this report may exceed 100% when the respondent has the possibility of giving several answers to the question.

## EXECUTIVE SUMMARY

### Modes of transport used for everyday trips and long journeys

- Cars were by far the most used mode of daily transport (54%) followed by urban public transport (19%).
- Convenience (61%) and speed (31%) were much more important than price (12%) when choosing a mode of daily transport.
- Frequent services (27%), better coverage (26%) and cheaper or seasonal ticket options (25%) were the most likely to encourage Europeans out of their cars and motorbikes and onto public transport. However 21% said nothing would encourage them to swap their vehicle for public transport.
- Around six in ten (59%) had made at least one journey of 300 km or more within the EU in the last 12 months, with a cars or campervans (66%), planes (23%) or trains (15%) being the most common form of transport used.
- Once again convenience (61%) and speed (41%) were the most common reasons for choosing a particular means of transport for a journey of at least 300 km. Price was mentioned as an important factor by only 18%.
- Most respondents were satisfied with the safety (93%), amenities (89%), value (85%) and time taken (72%) for their long journey (300 km or more).

### Road transport

- Overall, opinion is divided over whether the quality of road transport has improved (38%) or deteriorated (36%) in the last five years, and the same conclusion can be made when looking more specifically at the car users (38% improved vs. 40% deteriorated).
- Six in ten respondents (60%) said congestion was the most serious problem for roads in their country, while almost as many mentioned road maintenance (59%).
- More than half of the respondents (56%) said improving road maintenance should be the priority for improving safety on roads, although almost as many mentioned zero alcohol tolerance (49%). Stricter speed limits and stricter controls on the use of electronic devices were both mentioned by 27% of respondents. Motorbike users were the most likely to say improved road maintenance should be the priority compared to users of other transport modes (65% vs. 49%-59%).
- Just over half of respondents (51%) would be willing to have a connected vehicle, but for most of them (38%) this would be conditional to data anonymity or the possibility to decide when to be connected.



### Air transport

- More than one in three (36%) said the quality of air transport in their country has improved in the last five years while 13% said it has deteriorated. Those who used a plane in the last 12 months were more likely than those who used another mode of transport to say that air transport had improved (57% vs. 37%-53%).
- Ticket prices were most likely to be considered the most serious problem for air transport (37%). Air pollution, lack of destinations from the closest airport, or availability of public transport to and from that airport were the next most mentioned problems (all 16%).
- **The majority said it wasn't important** to be able to bring more liquids than currently allowed on board of airplanes (53%), while 30% said it is important. Respondents who had taken a journey by plane in the last 12 months were more likely than those who had not to say it was important to them to be able to bring more liquids onto the plane (41% vs. 30%).

### Rail transport

- More than one third said rail transport had improved (34%) while 27% said it had deteriorated. Respondents who used the train for both daily transport and long journeys (300 km or more) were more likely than those using other modes to say rail transport had improved (50% and 51% vs. 29%-40% and 35%-41%).
- Ticket prices were considered the most serious problem for rail transport (46%) – considerably higher than the proportion who mentioned the lack of reliable or punctual services (33%). Missing links and rail maintenance were considered serious problems by at least one in five (21%).

### Transport by boat or ship

- Less than one in five (18%) of respondents said the quality of sea or river transport in their country had stayed the same over the last five years, while 14% said it had improved, and just 6% said it had deteriorated. Respondents who had taken a journey by boat in the last 12 months were more likely than those who used other modes to say the quality of sea or river transport had improved (48% vs. 15%-20%).
- Ticket prices were considered the most serious problem for sea or river transport (18%), followed by water pollution and reduced links (both 15%).

### Jobs in the Transport Sector

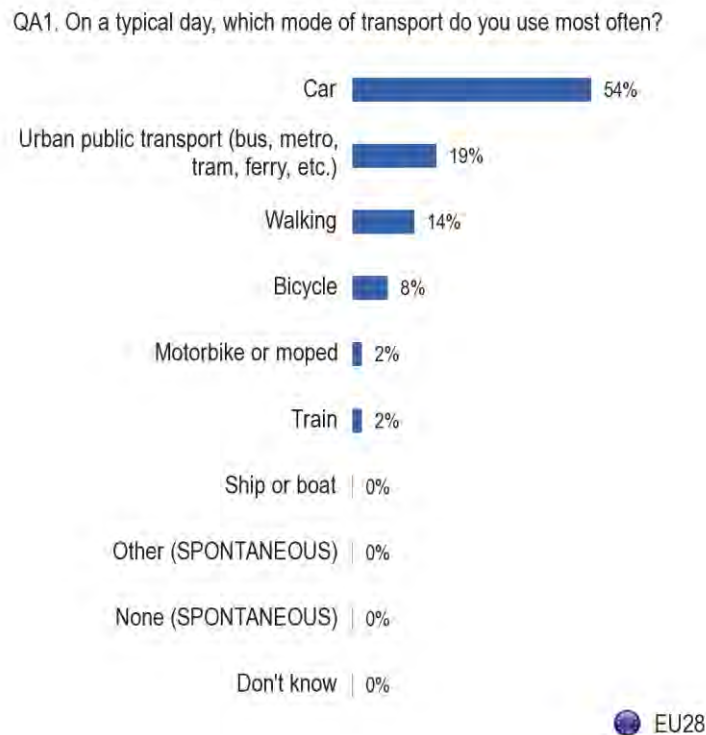
- Higher wages (41%) and better working conditions (37%) would make transport jobs more attractive to job seekers.

## 1. TRANSPORT HABITS FOR EVERYDAY JOURNEYS

### 1.1. THE MOST FREQUENTLY USED MODES OF TRANSPORT

#### - On a typical day, cars were by far the most used mode of transport -

Respondents were asked what kind of transport they used most often on a typical day<sup>3</sup>. More than half (54%) said they used a car, which was by far the most common mode of transport used. Almost one in five (19%) used urban public transport, while walking was the third most common mode of daily transport (14%).



Respondents in EU15 Member States tended to use a car more than those living in NMS13 countries (57% vs. 45%) and, logically, tended less to use urban public transport (16% vs. 27%).

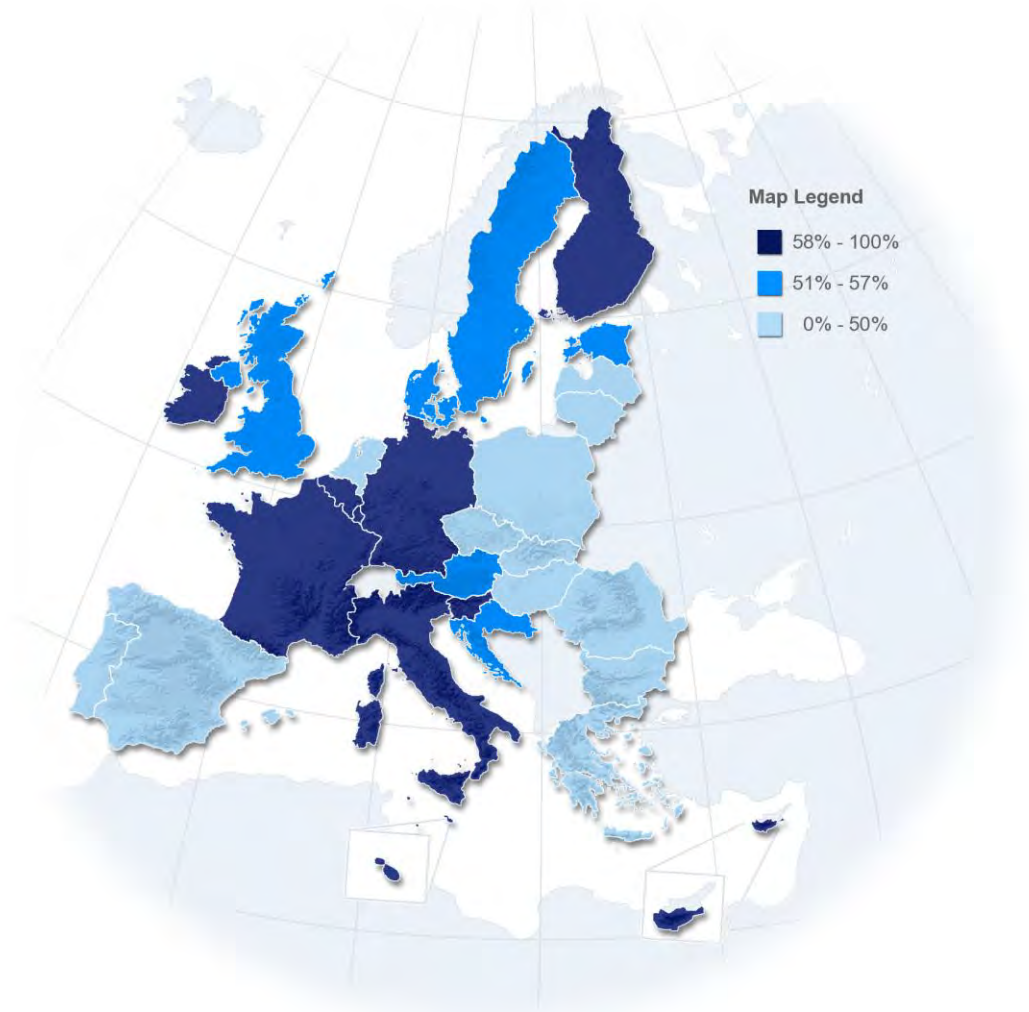
<sup>3</sup> Q1 On a typical day, which mode of transport do you use most often? (READ OUT – ROTATE – MAX TWO ANSWERS POSSIBLE) Car; Motorbike; Train; Ship or boat; Urban public transport (bus, metro, tram, ferry, etc.); Bicycle; Walking; Other (SPONTANEOUS); None (SPONTANEOUS); DK

**Car** was the most mentioned transport mode in each Member State. In 16 Member States at least half of all respondents said on a typical day they used a car most often. This was particularly the case for respondents in Cyprus (85%), Ireland (73%), Slovenia (71%) and Malta (70%). At the other end of the scale, 38% of respondents in Latvia and 33% in Hungary used a car most often on a typical day.

 CY	85%
 IE	73%
 SI	71%
 MT	70%
 FR	65%
 LU	65%
 IT	63%
 FI	60%
 BE	59%
 DE	58%
 AT	57%
 UK	57%
 EU28	54%
 DK	54%
 SE	51%
 HR	51%
 EE	51%
 CZ	47%
 PL	47%
 PT	47%
 SK	46%
 NL	45%
 LT	45%
 ES	44%
 EL	43%
 BG	42%
 RO	40%
 LV	38%
 HU	33%

Question: QA1. On a typical day, which mode of transport do you use most often?

Answers: Car



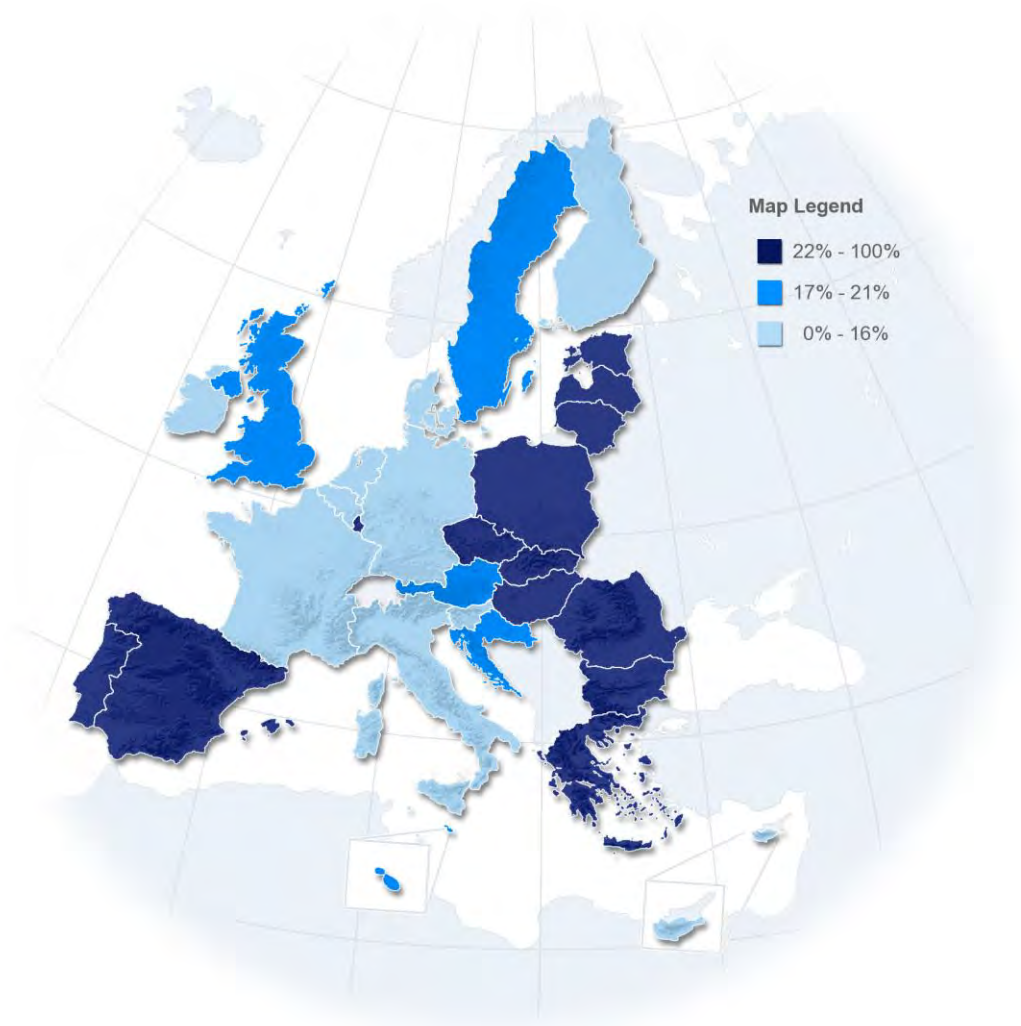
Respondents in Eastern areas of the EU were the most likely to use urban public transport on a typical day.

**Indeed, urban public transport** was most likely to be used in Latvia, but even so the figure was relatively low at 31%. Respondents in Poland and Romania were also amongst the most likely to have said they used urban public transport most often on a typical day (both 29%). At the other end of the scale just 7% of respondents in the Netherlands and 5% in Cyprus said the same.

 LV	31%
 RO	29%
 PL	29%
 EE	28%
 CZ	28%
 HU	28%
 LT	27%
 BG	27%
 EL	24%
 PT	24%
 LU	23%
 SK	23%
 ES	23%
 HR	21%
 MT	21%
 AT	21%
 UK	20%
 EU28	19%
 SE	17%
 DE	16%
 FR	15%
 FI	14%
 BE	14%
 DK	9%
 IE	9%
 SI	8%
 IT	8%
 NL	7%
 CY	5%

Question: QA1. On a typical day, which mode of transport do you use most often?

Answers: Urban public transport (bus, metro, tram, ferry, etc.)



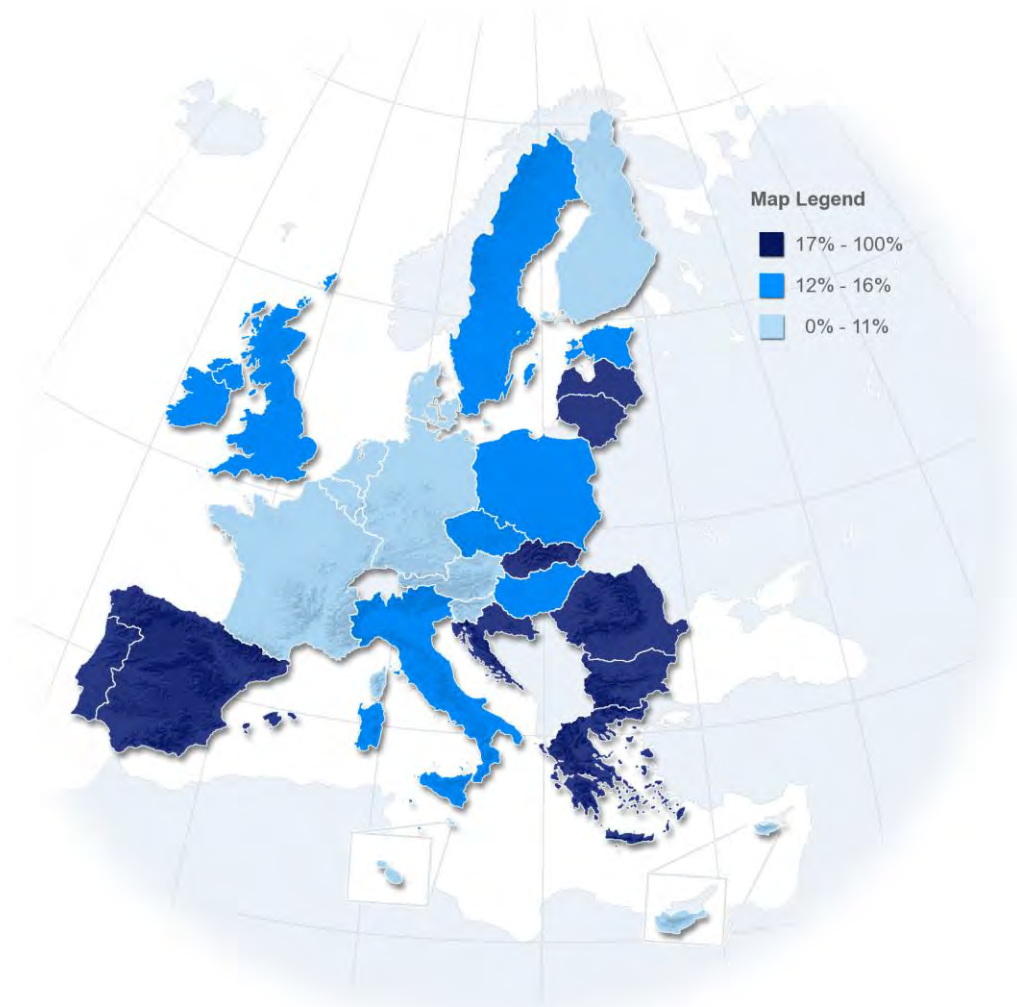


Respondents in Eastern and Southern areas of the EU were the most likely to mention **walking** as the most common mode of transport used. In seven Member States at least one in five respondents said walking was their most frequently used mode of transport, and this was especially the case amongst respondents in Bulgaria, Spain (both 25%), Romania and Portugal (both 23%). On the other hand just 5% of those in Luxembourg and 4% in the Netherlands said they walked most often.

 ES	25%
 BG	25%
 RO	23%
 PT	23%
 SK	21%
 LV	20%
 EL	20%
 LT	19%
 HR	18%
 CZ	15%
 IE	14%
 EU28	14%
 UK	14%
 PL	14%
 IT	13%
 EE	13%
 HU	13%
 SE	12%
 AT	11%
 SI	10%
 DE	10%
 FR	10%
 FI	9%
 CY	8%
 BE	8%
 DK	7%
 MT	7%
 LU	5%
 NL	4%

Question: QA1. On a typical day, which mode of transport do you use most often?

Answers: Walking
































Respondents in the Netherlands were the most likely to mention the **bicycle** as the mode of transport most often used on a typical day (36%), with bicycle use almost as common as car use (45%). Hungary was the only other country with such a small difference between the proportions using bicycle and car (22% vs. 33%). Respondents in Hungary (22%) were also the third most likely to have said they used a bicycle, after those in Denmark (23%). No respondents in Malta (0%) and just 1% in Cyprus and in Portugal said the bicycle was the mode of transport most often used on a typical day.

**Motorbikes or mopeds** were most likely to be used by those in Greece (9%).

Denmark had the highest proportion of respondents who mostly used a **train** on a typical day (5%).

QA1 On a typical day, which mode of transport do you use most often?

		Bicycle	Motorbike or moped	Train
	EU28	8%	2%	2%
	BE	13%	1%	4%
	BG	4%	0%	1%
	CZ	8%	0%	2%
	DK	23%	2%	5%
	DE	12%	1%	1%
	EE	5%	0%	2%
	IE	2%	0%	1%
	EL	2%	9%	1%
	ES	3%	3%	1%
	FR	4%	3%	2%
	HR	6%	1%	0%
	IT	6%	7%	2%
	CY	1%	1%	0%
	LV	6%	1%	2%
	LT	7%	0%	0%
	LU	2%	0%	4%
	HU	22%	2%	2%
	MT	0%	1%	0%
	NL	36%	3%	4%
	AT	6%	2%	3%
	PL	7%	0%	1%
	PT	1%	2%	2%
	RO	7%	1%	1%
	SI	9%	1%	1%
	SK	7%	0%	3%
	FI	14%	0%	2%
	SE	17%	0%	3%
	UK	3%	1%	4%

Socio-demographic analysis illustrated the following differences:

- Men were more likely than women to use a car (59% vs. 49%), while women were more likely to use urban public transport (22% vs. 15%) or walking (17% vs. 11%);
- The youngest respondents were the most likely to use urban public transport (35% vs. 14%-17%), and the least likely to use a car (29% vs. 51%-65%). Respondents aged 15-24 and 55+ were more likely to walk than those aged 25-54 (15% and 20% vs. 9%);
- Those with the lowest education levels were the least likely to use a car (45% vs. 61%-62%), but the most likely to walk (26% vs. 9%-12%);
- The self-employed were the most likely to use a car (76% vs. 43%-68%), while the unemployed were the most likely to use urban public transport (23% vs. 14%-18%). House persons, retired persons, and the unemployed were the most likely to walk (20%-25% vs. 5%-15%);
- The more financial difficulties a respondent experienced in their household, the less likely they were to use a car (45% vs. 52%-57%).

QA1 On a typical day, which mode of transport do you use most often?

	Car	Urban public transport (bus, metro, tram, ferry, etc.)	Walking	Bicycle	Motorbike or moped	Train
EU28	54%	19%	14%	8%	2%	2%
<b>Gender</b>						
Man	59%	15%	11%	8%	4%	2%
Woman	49%	22%	17%	8%	1%	2%
<b>Age</b>						
15-24	29%	35%	15%	11%	5%	4%
25-39	62%	16%	9%	7%	2%	3%
40-54	65%	14%	9%	7%	2%	2%
55 +	51%	17%	20%	8%	1%	1%
<b>Education (End of)</b>						
15-	45%	18%	26%	7%	2%	1%
16-19	61%	16%	12%	7%	2%	2%
20+	62%	16%	9%	8%	2%	3%
Still studying	22%	39%	15%	13%	6%	5%
<b>Socio-professional category</b>						
Self-employed	76%	8%	6%	6%	3%	2%
Managers	68%	14%	5%	8%	2%	3%
Other white collars	66%	16%	5%	6%	2%	4%
Manual workers	62%	15%	10%	8%	3%	2%
House persons	48%	18%	25%	6%	1%	1%
Unemployed	43%	23%	20%	9%	3%	2%
Retired	47%	18%	23%	8%	1%	1%
Students	22%	39%	15%	13%	6%	5%
<b>Difficulties paying bills</b>						
Most of the time	45%	22%	20%	6%	3%	2%
From time to time	52%	20%	16%	7%	3%	2%
Almost never/ Never	57%	17%	13%	9%	2%	2%

Not surprisingly, the larger the town the respondent lived in, the more likely they were to use urban public transport, and the less likely they were to use a car. For instance, 64% of those living in rural villages used a car, compared to 38% in large towns. Moreover, 10% of those living in rural villages used public transport, compared to 37% in large towns.

Respondents who lived in large towns were just as likely to use a car (38%), as they were to take urban public transport (37%).

**QA1 On a typical day, which mode of transport do you use most often?**

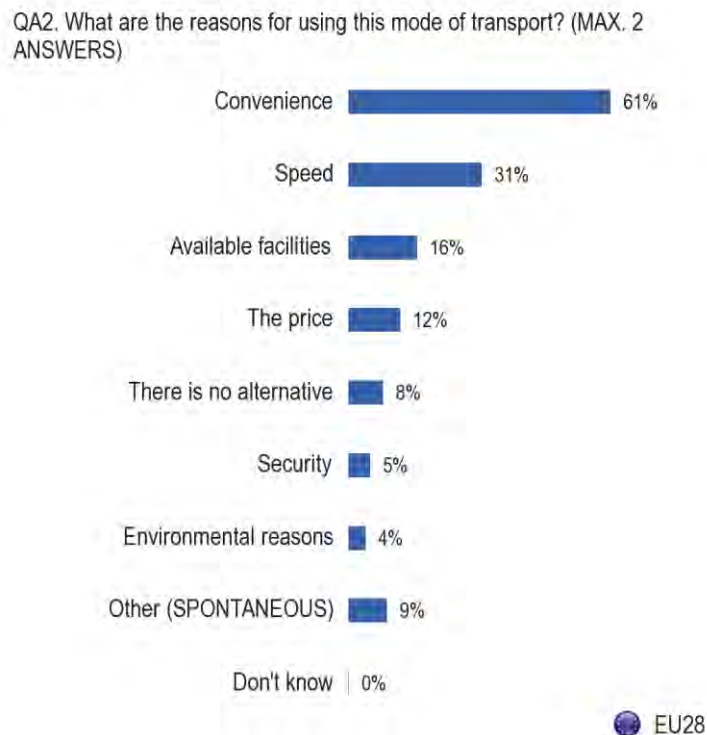
	<b>Car</b>	<b>Urban public transport (bus, metro, tram, ferry, etc.)</b>	<b>Walking</b>	<b>Bicycle</b>	<b>Motorbike or moped</b>	<b>Train</b>
EU28	54%	19%	14%	8%	2%	2%
<b>Subjective urbanisation</b>						
Rural village	64%	10%	14%	7%	1%	2%
Small/ mid size town	56%	13%	16%	9%	2%	2%
Large town	38%	37%	11%	8%	3%	2%



## 1.2. REASONS FOR USING DIFFERENT MODES OF TRANSPORT

### - Convenience and speed were much more important than price when choosing a mode of transport -

Respondents who used at least one mode of transport on a typical day were asked to give up to two reasons why they used that type of transport<sup>4</sup>. Convenience was the only option mentioned by more than half of all respondents (61%), followed by speed (31%), available facilities (16%) and price (12%). Fewer than one in ten said they have no alternative (8%), or said their reasons were related to security (5%) or the environment (4%).



Base: respondents who use a mode of transport (N=27,678)

Respondents living in EU15 countries were more likely than their NMS13 counterparts to mention convenience (64% vs. 52%), but were less likely to mention price (10% vs. 19%), or available facilities (15% vs. 20%).

<sup>4</sup> Q2 What are the reasons for using this mode of transport? (ROTATE – MAX. 2 ANSWERS) Price; Environmental reasons; Safety; Convenience; Speed; Available facilities; There is no alternative; Other (SPONTANEOUS); DK

At least half of all respondents in 21 Member States said **convenience** was the reason for using their chosen mode of transport, and convenience was also the most mentioned reason in each Member State. Across the EU respondents in Ireland who were the most likely to mention convenience (80%), followed by those in France, Luxembourg (both 78%), Italy and Cyprus (both 77%). In contrast convenience was cited as a reason by 37% of respondents in Hungary and Germany.

Respondents in Luxembourg (47%), France (43%) and Denmark (42%) were the most likely to mention **speed** as a reason. This compares to just 10% of respondents in Ireland and 9% in Romania. Overall at least one in five respondents in 23 Member States mentioned speed as a reason for their chosen mode of transport.






























At least one third of respondents in the Czech Republic (39%), Germany (36%), Slovakia and Hungary (both 35%) mentioned **available facilities** as the reason for their choice of transport. Few respondents in Luxembourg (4%) or Spain (2%) mentioned this reason.

The Czech Republic (23%), Croatia (22%), Hungary (21%) and Slovakia (20%) were the only Member States where at least one in five said **price** was the reason for using their chosen mode of transport. This compared to just 5% of those in Luxembourg and Malta and 4% of respondents in Cyprus.

One in five respondents in Germany said they chose their usual mode of daily transport because there was **no alternative** (20%), as did 19% of those in Belgium. No respondents in Sweden or the Netherlands mentioned this reason (both 0%). Respondents in Romania were the most likely across the EU to choose their transport based on **security** (19%), while those in Denmark were the least likely to have done so (1%). Sweden and Austria were the only Member States where at least one in ten mentioned **environmental reasons** for their transport choice (16% and 10% respectively). Only 1% of respondents in Cyprus said the same.

In most Member States convenience was by far the most often common reason mentioned. However, in Germany, Hungary, the Czech Republic and Slovakia speed and available facilities were just as likely to be mentioned by respondents.

## QA2 What are the reasons for using this mode of transport? (MAX. 2 ANSWERS)

	Convenience	Speed	Available facilities	The price	There is no alternative	Security	Environmental reasons	Other (SPONTANEOUS)
 EU28	61%	31%	16%	12%	8%	5%	4%	9%
 BE	61%	26%	6%	12%	19%	5%	8%	4%
 BG	58%	30%	11%	18%	11%	5%	3%	7%
 CZ	40%	38%	39%	23%	1%	6%	6%	6%
 DK	67%	42%	30%	10%	1%	1%	5%	9%
 DE	37%	35%	36%	8%	20%	3%	7%	6%
 EE	59%	29%	20%	10%	6%	4%	2%	15%
 IE	80%	10%	18%	6%	7%	6%	2%	5%
 EL	72%	24%	5%	17%	5%	8%	3%	13%
 ES	63%	40%	2%	12%	4%	3%	2%	18%
 FR	78%	43%	6%	7%	1%	3%	4%	11%
 HR	71%	30%	13%	22%	3%	9%	3%	5%
 IT	77%	28%	10%	6%	4%	10%	4%	7%
 CY	77%	20%	22%	4%	5%	8%	1%	10%
 LV	49%	22%	26%	19%	5%	7%	6%	11%
 LT	75%	22%	13%	17%	4%	7%	2%	6%
 LU	78%	47%	4%	5%	2%	3%	4%	12%
 HU	37%	37%	35%	21%	2%	8%	4%	9%
 MT	71%	13%	26%	5%	3%	4%	2%	8%
 NL	70%	38%	16%	13%	0%	2%	8%	16%
 AT	41%	29%	30%	13%	8%	7%	10%	9%
 PL	58%	38%	9%	19%	7%	5%	2%	8%
 PT	64%	11%	16%	19%	5%	10%	2%	12%
 RO	44%	9%	24%	18%	9%	19%	2%	12%
 SI	61%	38%	17%	9%	1%	3%	7%	10%
 SK	43%	40%	35%	20%	1%	9%	4%	5%
 FI	74%	41%	18%	11%	2%	5%	5%	11%
 SE	71%	27%	32%	11%	0%	2%	16%	7%
 UK	73%	11%	8%	11%	15%	4%	2%	5%

**Highest percentage per country***Lowest percentage per country*

Highest percentage per item

Lowest percentage per item

Base: respondents who use a mode of transport (N=27,678)

The analysis by most often used mode of transport revealed few interesting facts:

- No matter the mode of transport chosen, respondents were most likely to say they used it due to convenience – for example, 72% of car users said convenience, with speed (42%) their second most mentioned reason. Bicycle users also mentioned convenience (49%) and speed (27%) most often;
- Public transport users, on the other hand, mentioned convenience (45%) and then price (26%), closely followed by available facilities (23%);
- Price was more likely to be a reason for choice for public transport (26%), train (25%) and bicycle users (24%), particularly compared to car users (3%).

**QA2 What are the reasons for using this mode of transport? (ROTATE – MAX. 2 ANSWERS)**



	Convenience	Speed	Available facilities	The price	There is no alternative	Security	Environmental reasons	Other (SPONTANEOUS)
EU28	61%	31%	16%	12%	8%	5%	4%	9%
<b>Most often used mode of transport</b>								
Car	72%	42%	16%	3%	6%	5%	1%	5%
Motorbike	66%	44%	4%	21%	5%	1%	2%	10%
Train	51%	28%	20%	25%	9%	4%	8%	7%
Boat	0%	53%	64%	7%	0%	0%	21%	1%
Public transport	45%	16%	23%	26%	13%	5%	5%	10%
Bicycle	49%	27%	18%	24%	5%	3%	22%	11%
Walking	48%	9%	8%	14%	12%	7%	7%	22%

Base: respondents who use a mode of transport (N=27,678)

Socio-demographic analysis showed that:

- Men were more likely than women to say they used their chosen mode of transport for speed (34% vs. 28%);
- The youngest respondents were the least likely to say convenience (55% vs. 62%-63%), and the most likely to say their reason was price (17% vs. 10-13%). Respondents aged 25-54 were the most likely to have used their chosen mode of transport for speed (36%-38% vs. 23%-29%).

**QA2 What are the reasons for using this mode of transport? (ROTATE – MAX. 2 ANSWERS)**

	Convenience	Speed	Available facilities	The price	There is no alternative	Security	Environmental reasons	Other (SPONTANEOUS)
EU28	61%	31%	16%	12%	8%	5%	4%	9%
 <b>Gender</b>								
Man	62%	34%	16%	12%	7%	5%	4%	9%
Woman	60%	28%	17%	11%	9%	6%	5%	9%
 <b>Age</b>								
15-24	55%	29%	16%	17%	9%	4%	4%	9%
25-39	63%	38%	15%	13%	7%	5%	4%	6%
40-54	62%	36%	16%	10%	8%	5%	5%	8%
55 +	63%	23%	17%	10%	9%	6%	4%	11%

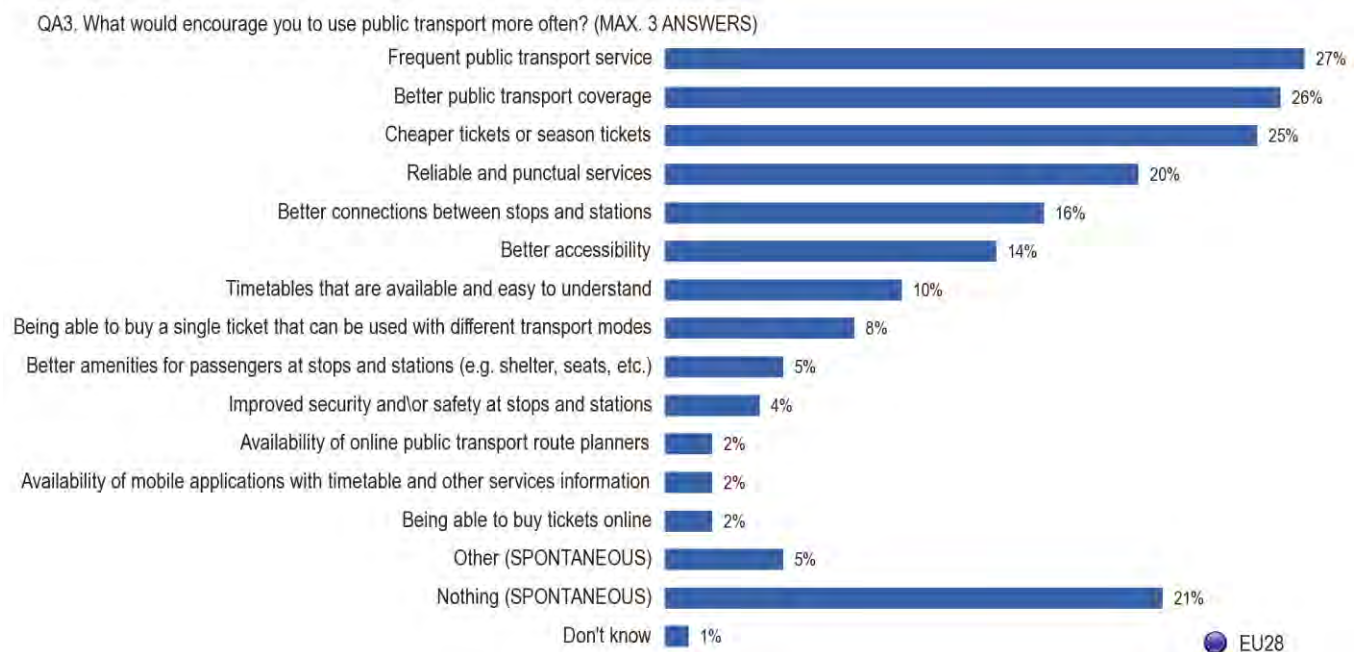
Base: respondents who use a mode of transport (N=27,678)

### 1.3. WAYS OF ENCOURAGING THE USE OF PUBLIC TRANSPORT

#### - Frequent service, better coverage and cheaper or seasonal ticket options were the most likely to encourage Europeans to use public transport more often -

Respondents who used a car, motorbike or moped as their main form of transport on a typical day were asked what would encourage them to use public transport more often<sup>5</sup>. At least one-quarter mentioned a frequent service (27%), better public transport coverage (26%), or cheaper tickets or season tickets (25%). One in five mentioned reliable and punctual services (20%). It is worth mentioning that at least one in five said nothing would encourage them to use public transport more often (21%).

Online and mobile travel aids, such as the ability to buy tickets online, online route planners or mobile applications were the least likely to encourage these respondents to take public transport more often (all 2%).



Base: respondents who use a car or a motorbike as a main mode of transport (N=15,761)

<sup>5</sup> Q3 What would encourage you to use public transport more often? (ROTATE – MAX. 3 ANSWERS) Being able to buy tickets online; Being able to buy a single ticket that can be used with different transport modes; Better public transport coverage; Better connections between stops and stations; Better amenities for passengers at stops and stations (e.g. shelter, seats, etc.); Timetables that are available and easy to understand; Reliable and punctual services; Frequent public transport service; Cheaper tickets or season tickets; Availability of online public transport route planners; Availability of mobile applications with timetable and other service information; Better accessibility; Improved security and/or safety at stops and stations; Nothing (SPONTANEOUS); Other (SPONTANEOUS); DK

Car, motorbike or moped users were asked what would encourage them to use public transport more often:

- **Frequent public transport service** was the reason most mentioned in *seven* Member States: Cyprus, Czech Republic, Bulgaria, France, Hungary, Luxembourg and Ireland;
- **Better public transport coverage** was the reason most mentioned in *twelve* Member States: Slovenia, Austria, Finland, Greece, Sweden, Germany, Slovakia, France, Portugal, Poland, Estonia and Romania;
- **Cheaper tickets or season tickets** was the reason most mentioned in *seven* Member States: Denmark, Croatia, the Netherlands, Spain, the United Kingdom, Lithuania and Ireland;
- **Reliable and punctual services** was the reason most mentioned in *two* Member States: Malta and Italy;
- **Better accessibility** was the reason most mentioned in *two* Member States: Belgium and Latvia.

The most likely to say that **frequent public transport service** would encourage them to use public transport more often were respondents in Cyprus (39%), the Czech Republic (38%) and Bulgaria (35%). Only 16% of respondents in Romania, 14% in Slovakia and 13% in Latvia said the same.

Respondents in Slovenia (40%), Austria (39%) and Finland (36%) were the most likely to say that **better public transport coverage** would encourage them to use public transport more often, compared to just 10% in Malta. Overall at least one in five vehicle users in 23 Member States said better coverage would encourage them to use public transport more often.

Respondents in Denmark (37%), Croatia (36%) and the Netherlands (35%) were the most likely to say that **cheaper tickets or season tickets** would encourage them to use public transport more often. At the other end of the scale 10% of respondents in Luxembourg and Estonia and 9% in Malta mentioned cheaper tickets or season tickets.

Respondents in Malta (42%) and Italy (36%) were most likely to say **reliable and punctual services** would encourage them to use public transport more often, followed by those in Belgium (24%) and Denmark (23%). Just 5% of respondents in Estonia mentioned reliable and punctual services.

Respondents in the Netherlands (28%), Cyprus (26%), Slovenia and Slovakia (both 24%) were the most likely to say **better connections between stops and stations** would encourage them to use public transport more often. At the other end of the scale just 6% of respondents in France and Latvia mentioned better connections between stops and stations

Almost one third of respondents in Sweden mentioned **better accessibility** (31%) compared with just 3% in Poland.

**Timetables that are available and easy to understand** would be most likely to encourage respondents in France (18%) and Spain (17%). But only 4% in Ireland and in Slovakia would be encouraged to use public transport more by such a measure. In 15 Member States at least one in five vehicle users said nothing would encourage them to use public transport more often. This opinion was most widespread amongst those in Lithuania (32%), Estonia (31%), Germany and Bulgaria (both 30%). In the case of Lithuania and Estonia, this may be linked to perceived improvements in road transport, with at least six out of ten in each country saying it had improved. The same is not true, however, for Germany, where 59% said the quality of road transport had deteriorated over the last five years.

Overall, at least one in ten vehicle users in each Member State said nothing would encourage them to use public transport more often, with those in Sweden and Belgium the least likely to say this (both 12%).



## QA3 What would encourage you to use public transport more often? (MAX. 3 ANSWERS)

	Frequent public transport service	Better public transport coverage	Cheaper tickets or season tickets	Reliable and punctual services	Better connections between stops and stations	Better accessibility	Timetables that are available and easy to understand	Nothing (SPONTANEOUS)
EU28	27%	26%	25%	20%	16%	14%	10%	21%
BE	24%	26%	25%	24%	19%	30%	11%	12%
BG	35%	21%	15%	16%	12%	14%	9%	30%
CZ	38%	33%	25%	21%	19%	5%	6%	19%
DK	32%	29%	37%	23%	19%	10%	5%	16%
DE	29%	31%	26%	17%	18%	5%	5%	30%
EE	22%	27%	10%	5%	12%	13%	5%	31%
IE	24%	19%	24%	20%	10%	23%	4%	23%
EL	31%	34%	26%	15%	20%	24%	6%	24%
ES	23%	21%	30%	20%	22%	20%	17%	16%
FR	29%	29%	23%	18%	6%	16%	18%	20%
HR	26%	35%	36%	14%	18%	17%	14%	15%
IT	30%	23%	19%	36%	18%	19%	13%	14%
CY	39%	35%	18%	15%	26%	28%	11%	19%
LV	13%	19%	21%	6%	6%	24%	6%	26%
LT	23%	19%	25%	8%	7%	21%	5%	32%
LU	24%	22%	10%	15%	20%	20%	12%	21%
HU	28%	27%	26%	17%	12%	19%	6%	28%
MT	35%	10%	9%	42%	10%	22%	14%	14%
NL	25%	28%	35%	16%	28%	11%	5%	14%
AT	37%	39%	24%	12%	21%	4%	5%	22%
PL	25%	29%	25%	18%	23%	3%	8%	20%
PT	28%	29%	16%	16%	23%	21%	12%	23%
RO	16%	25%	21%	18%	15%	6%	9%	20%
SI	25%	40%	18%	10%	24%	26%	6%	15%
SK	14%	31%	26%	20%	24%	23%	4%	15%
FI	32%	36%	24%	8%	15%	4%	8%	19%
SE	30%	34%	25%	15%	17%	31%	5%	12%
UK	20%	18%	30%	16%	8%	16%	6%	28%

**Highest percentage per country**      *Lowest percentage per country*



**Highest percentage per item**      *Lowest percentage per item*

Base: respondents who use a car or a motorbike as a main mode of transport (N=15,761)

Socio-demographic analysis revealed few relevant differences.

- The youngest respondents were the most likely to say cheaper tickets or season tickets (35% vs. 19%-29%) or reliable or punctual services (28% vs. 18%-22%) would encourage them to use public transport more often;
- Reliable and punctual services would be more likely to encourage those in towns (21%-24%) than those in rural villages (16%).

**QA3 What would encourage you to use public transport more often? (ROTATE – MAX. 3 ANSWERS)**

	Frequent public transport service	Better public transport coverage	Cheaper tickets or season tickets	Reliable and punctual services	Better connections between stops and stations	Better accessibility	Timetables that are available and easy to understand
EU28	27%	26%	25%	20%	16%	14%	10%
 <b>Age</b>							
15-24	27%	25%	35%	28%	18%	16%	13%
25-39	26%	27%	29%	22%	17%	14%	10%
40-54	27%	29%	26%	19%	17%	13%	10%
55 +	28%	24%	19%	18%	13%	15%	9%
 <b>Subjective urbanisation</b>							
Rural village	29%	29%	22%	16%	15%	13%	9%
Small/ mid size town	25%	26%	26%	21%	15%	14%	11%
Large town	26%	23%	27%	24%	18%	14%	8%

Base: respondents who use a car or a motorbike as a main of mode transport (N=15,761)

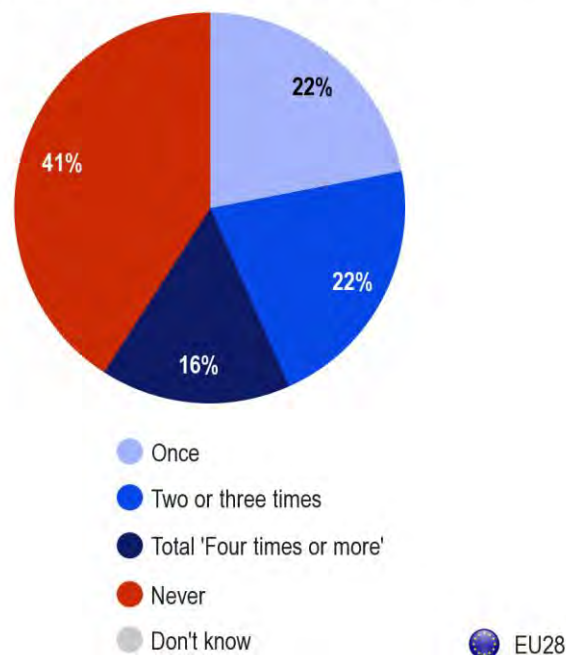
## 2. TRANSPORT HABITS WHEN MAKING LONG JOURNEYS WITHIN THE EU

### 2.1. FREQUENCY OF LONG JOURNEYS

#### - Almost six out of ten made at least one journey of 300 km or more within the EU in the last 12 months –

Respondents were asked how many times in the last 12 months they had made a journey of 300 km or more within the EU<sup>6</sup>. Just over one in five (22%) said they had made only one such journey, while a further 22% had travelled this distance two or three times. Almost as many (15%) had travelled at least 300 km within the EU four times or more in the last 12 months. However, respondents were most likely to say they had not made such a journey at all during that time period (41%).

QA4. How many times have you made journeys of 300 km or more within the EU (including (OUR COUNTRY)) in the last 12 months?



Those living in NMS13 countries were more likely than their EU15 counterparts to say they had not made a journey of 300 km or more within the EU in the last 12 months (53% vs. 37%).

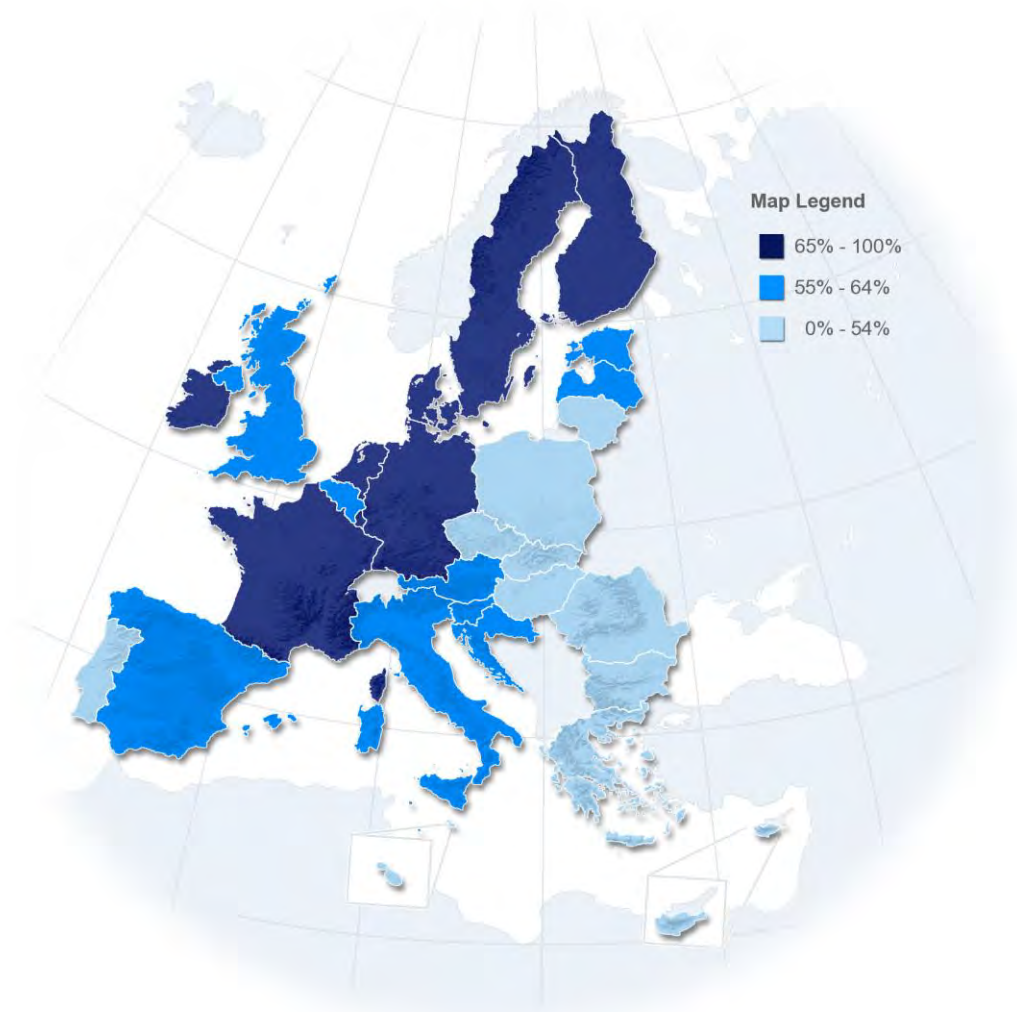
<sup>6</sup> Q4 How many times have you made journeys of 300 km or more within the EU (including (OUR COUNTRY)) in the past 12 months? None; Once; Two or three times; Four or five times; More than five times; DK

Respondents in Sweden (87%), Luxembourg (83%) and Finland (80%) were the most likely to have travelled at least 300 km within the EU in the past 12 months. In fact, those in Sweden and Finland were the most frequent travellers of this distance, with 55% and 46% respectively saying they had done so four or more times in the last 12 months.

 SE	87%
 LU	83%
 FI	80%
 DK	77%
 NL	71%
 FR	68%
 IE	65%
 DE	65%
 UK	62%
 AT	62%
 SI	61%
 BE	60%
 EE	59%
 EU28	59%
 IT	56%
 ES	56%
 HR	56%
 LV	55%
 BG	53%
 CY	53%
 EL	51%
 LT	50%
 CZ	47%
 SK	47%
 PL	45%
 RO	44%
 MT	41%
 HU	38%
 PT	37%

Question: QA4. How many times have you made journeys of 300 km or more within the EU (including (OUR COUNTRY)) in the last 12 months?

Answers: Total 'Has made at least one journey of 300 km or more'



The socio-demographic analysis highlighted several differences:

- Women were more likely than men to say they had not made a journey of 300 km or more within the EU in the last 12 months (44% vs. 37%). Men, on the other hand, were more likely to have made such a journey four times or more (20% vs. 12%);
- Respondents aged 55+ were the most likely to say they had not made such a journey in the last 12 months (53% vs. 32%-35%), and the least likely to have made such a journey one (17%), two or three times (18%);
- The longer a respondent remained in education, the more likely they were to say they had made at least two journeys of 300 km or more within the EU in the last 12 months. For example 26% of those with the highest education levels had made four or more such journeys, compared to 13% of those who finished education aged 16-19, and 7% of those with the lowest education levels;
- Managers were the most likely to have made at least one journey of 300 km or more within the EU in the last 12 months (84% vs. 43%-73%).

QA4 How many times have you made journeys of 300 km or more within the EU (including (OUR COUNTRY)) in the last 12 months?

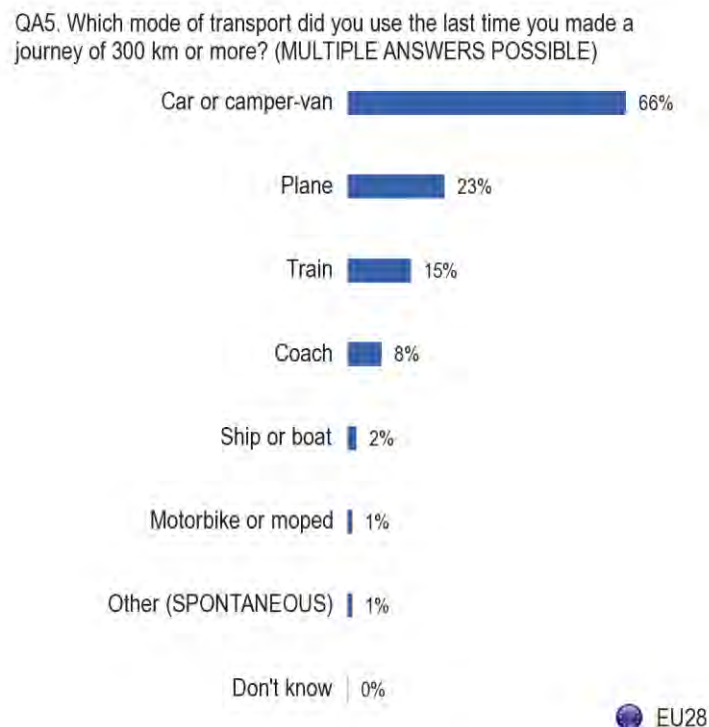
	Once	Two or three times	Total 'Four times or more'	Never	Total 'Has made at least one journey of 300 km or more'
EU28	22%	22%	16%	41%	59%
<b>Gender</b>					
Man	21%	22%	20%	37%	63%
Woman	23%	21%	12%	44%	55%
<b>Age</b>					
15-24	27%	24%	14%	35%	65%
25-39	26%	23%	19%	32%	67%
40-54	22%	25%	18%	34%	65%
55 +	17%	18%	13%	53%	47%
<b>Education (End of)</b>					
15-	18%	11%	7%	64%	36%
16-19	22%	21%	13%	43%	57%
20+	21%	28%	26%	25%	75%
Still studying	29%	26%	15%	30%	70%
<b>Socio-professional category</b>					
Self-employed	22%	26%	25%	27%	73%
Managers	22%	28%	34%	16%	84%
Other white collars	26%	29%	17%	28%	72%
Manual workers	24%	21%	14%	41%	59%
House persons	23%	17%	7%	52%	47%
Unemployed	19%	16%	11%	54%	46%
Retired	16%	16%	10%	57%	43%
Students	29%	26%	15%	30%	70%

## 2.2. THE MOST FREQUENTLY USED MODES OF TRANSPORT FOR LONG JOURNEYS

### - Cars or campervans were the most popular mode of transport for journeys of at least 300 km within the EU -

Respondents who had made a journey of at least 300 km within the EU were asked what mode of transport they used for their most recent journey of this distance<sup>7</sup>. They were much more likely to have used a car or campervan (66%) than a plane (23%) or train (15%). Less than one in ten used a coach (8%), while ships, boats (2%) or motorbikes or mopeds (1%) were rarely used.

These results further highlight the dominance of the car as across the EU, as the majority of all respondents also used a car most often for their daily transport (54%). It is also interesting to note that trains were more popular for long journeys (15%), than for daily travel (2%).



Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

Those living in EU15 Member States were more likely than their NMS13 counterparts to have made their journey by plane (24% vs. 14%). Respondents in NMS13 countries, on the other hand, were more likely than those in EU15 countries to have travelled by coach (16% vs. 6%).

<sup>7</sup> Q5 Which mode of transport did you use the last time you made a journey of 300 km or more? (MULTIPLE ANSWERS POSSIBLE) Car or camper-van; Motorbike; Plane; Train; Ship or boat; Coach; Other (SPONTANEOUS); DK






























In all but two Member States at least half of all the respondents who had made a journey of at least 300 km within the EU used a **car or campervan**, with respondents in Slovenia, Croatia (both 80%) and Portugal (75%) the most likely to have done so. The exceptions were Cyprus (39%) and Malta (14%). Given these are both islands it is likely that these modes of transport were used in conjunction with either a plane or ship or boat, as this question allowed for multiple responses.

In these two member States respondents were much more likely to have used a **plane** (MT: 81%, CY: 61%) – not surprising given these are both islands. In fact respondents in these two countries were the most likely to mention plane, and Malta and Cyprus only countries where at least half of all respondents did so. Respondents in Malta (18%) were also the most likely to have used a **ship or boat**, followed by those in Estonia (17%) and Greece (15%).

Across the EU, respondents in Sweden (21%) and France (20%) were the most likely to have used a **train**, particularly compared to those in Lithuania (2%). Those in Bulgaria (25%) were the most likely to have used a **coach**, with those in Austria the most likely to have used a **motorbike or moped** (3%).



QA5 Which mode of transport did you use the last time you made a journey of 300 km or more?  
(MULTIPLE ANSWERS POSSIBLE)

	Car or camper-van	Plane	Train	Coach	Ship or boat	Motorbike or moped	Other (SPONTANEOUS)
 EU28	66%	23%	15%	8%	2%	1%	1%
 BE	64%	28%	11%	5%	1%	0%	0%
 BG	68%	6%	7%	25%	0%	0%	0%
 CZ	70%	19%	14%	13%	1%	1%	1%
 DK	58%	36%	13%	9%	7%	0%	0%
 DE	69%	22%	16%	6%	1%	1%	0%
 EE	63%	24%	6%	19%	17%	1%	1%
 IE	63%	38%	9%	6%	3%	0%	0%
 EL	58%	15%	6%	20%	15%	2%	2%
 ES	65%	28%	14%	9%	1%	0%	1%
 FR	69%	17%	20%	4%	1%	1%	0%
 HR	80%	12%	6%	20%	3%	1%	0%
 IT	63%	27%	17%	6%	3%	2%	1%
 CY	39%	61%	4%	9%	8%	0%	0%
 LV	65%	17%	6%	20%	3%	0%	2%
 LT	70%	16%	2%	15%	5%	0%	5%
 LU	66%	37%	13%	6%	1%	0%	0%
 HU	71%	7%	16%	12%	1%	0%	1%
 MT	14%	81%	14%	14%	18%	1%	1%
 NL	67%	28%	10%	4%	3%	1%	0%
 AT	58%	41%	19%	8%	2%	3%	1%
 PL	66%	13%	18%	14%	1%	1%	1%
 PT	75%	16%	4%	9%	2%	2%	0%
 RO	66%	14%	11%	20%	0%	1%	1%
 SI	80%	14%	4%	15%	2%	2%	2%
 SK	67%	20%	12%	13%	0%	0%	0%
 FI	73%	15%	16%	9%	6%	0%	0%
 SE	60%	30%	21%	6%	5%	0%	0%
 UK	60%	26%	15%	5%	1%	0%	2%

**Highest percentage per country**

*Lowest percentage per country*

Highest percentage per item

Lowest percentage per item

Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

The socio-demographic analysis revealed few, albeit interesting, differences.

- The youngest respondents were those who had used a car or campervan the least (57% vs. 63%-71%). The youngest respondents along with those aged 55+, were those who had used a coach the most (11% and 12% vs. 5%);
- The larger the respondent's household, the more likely they were to have used a car or campervan: 55% of those in single households used a car or campervan, compared to 71% of those with four or more persons.

**QA5 Which mode of transport did you use the last time you made a journey of 300 km or more? (MULTIPLE ANSWERS POSSIBLE)**

	Car or campervan	Plane	Train	Coach	Ship or boat	Motorbike or moped	Other (SPONTANEOUS)
EU28	66%	23%	15%	8%	2%	1%	1%
<b>Age</b>							
15-24	57%	25%	17%	11%	2%	1%	1%
25-39	68%	25%	14%	5%	2%	1%	1%
40-54	71%	23%	14%	5%	2%	1%	1%
55 +	63%	19%	16%	12%	2%	1%	1%
<b>Household composition</b>							
1	55%	24%	23%	11%	2%	1%	1%
2	65%	24%	15%	8%	2%	1%	1%
3	69%	21%	14%	7%	2%	1%	0%
4+	71%	22%	12%	7%	2%	1%	1%

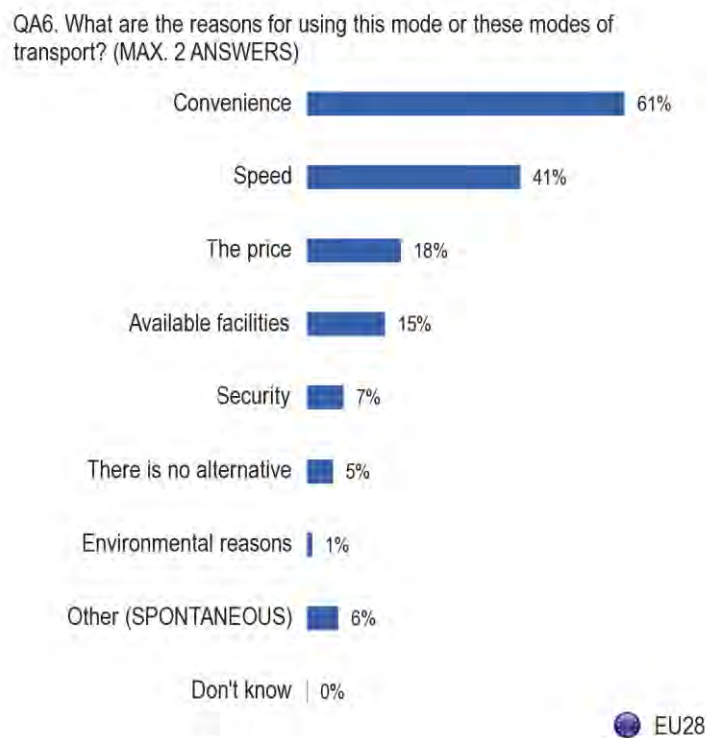
Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

### 2.3. REASONS FOR USING THE RESPECTIVE MODES OF TRANSPORT WHEN MAKING LONG JOURNEYS

#### - Convenience was by far the most common reason for choosing a particular transport option for a journey of at least 300 km -

Just over six out of ten respondents who had made a journey of 300 km or more within the EU said that convenience was the reason they chose their particular mode of transport<sup>8</sup>. This was the only reason mentioned by at least half of all respondents. Speed was the second most mentioned reason (41%), with price a distant third (18%), closely followed by available facilities (15%). Fewer than one in ten mentioned security (7%), a lack of alternatives (5%) or environmental reasons (1%).

It is worth noting that convenience and speed were also the most mentioned reasons for choosing a mode of transport for daily travels (61% and 31% respectively).



Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

<sup>8</sup> Q6 What are the reasons for using this mode or these modes of transport? (ROTATE – MAX. 2 ANSWERS) Price; Environmental reasons; Safety; Convenience; Speed; Available facilities; There is no alternative; Other (SPONTANEOUS); DK

At least half of all respondents in 24 Member States said **convenience** was the reason they chose a particular mode of transport for their journey of 300 km or more within the EU. Convenience was the most mentioned answer given by respondents in Bulgaria (79%), Lithuania (77%), Ireland (74%) and Croatia (73%). Romania (47%), Austria (46%), Germany (44%) and Malta (35%) were the only Member States where fewer than half mentioned convenience.

Respondents in Slovakia mentioned **speed** the most as the reason for their choice of transport, although it was only slightly more mentioned than convenience (59% vs. 56%). Speed was also the most mentioned reason in Germany (45%), and was also widely mentioned by respondents in the Czech Republic (57%) and Luxembourg (53%). Respondents in Portugal and Romania were the least likely to mention speed as a reason for their chosen mode of transport (both 20%).

In seven Member States, at least one in five respondents mentioned **price**, with those in Austria (28%) and Romania (27%) the most likely to do so. This compares to just 7% in Cyprus.






























Respondents in Germany (34%), Malta (32%) and Cyprus (30%) mentioned **available facilities** the most, compared to just 3% in France and Spain.

**Security** was mentioned more as a reason by respondents in Romania than in any other Member State (30% vs. 1%-15%).

Respondents in Cyprus, Malta and Belgium (all 14%) were the most likely to say there was **no alternative** to their chosen mode of transport.

Respondents in Sweden and Austria were the most likely across the EU to say they made their choice for **environmental reasons** (6% and 5% respectively).

## QA6 What are the reasons for using this mode or these modes of transport? (MAX. 2 ANSWERS)

	Convenience	Speed	The price	Available facilities	Security	There is no alternative	Environmental reasons	Other (SPONTANEOUS)
 EU28	61%	41%	18%	15%	7%	5%	1%	6%
 BE	57%	37%	19%	8%	6%	14%	2%	2%
 BG	79%	49%	17%	6%	4%	2%	0%	3%
 CZ	63%	57%	16%	25%	6%	0%	0%	4%
 DK	59%	41%	21%	26%	1%	2%	1%	7%
 DE	44%	45%	18%	34%	3%	10%	2%	5%
 EE	65%	41%	15%	17%	4%	4%	0%	8%
 IE	74%	23%	17%	17%	7%	3%	1%	3%
 EL	67%	40%	24%	5%	15%	3%	1%	6%
 ES	64%	49%	17%	3%	7%	2%	1%	8%
 FR	71%	42%	21%	3%	4%	1%	1%	7%
 HR	73%	44%	23%	10%	8%	1%	1%	3%
 IT	65%	43%	15%	11%	13%	2%	3%	6%
 CY	52%	25%	7%	30%	7%	14%	0%	12%
 LV	54%	43%	15%	26%	6%	2%	2%	7%
 LT	77%	39%	17%	9%	8%	3%	0%	5%
 LU	69%	53%	15%	5%	3%	1%	2%	10%
 HU	63%	49%	19%	25%	8%	1%	1%	4%
 MT	35%	25%	12%	32%	6%	14%	2%	7%
 NL	65%	47%	19%	13%	2%	1%	1%	12%
 AT	46%	40%	28%	26%	6%	3%	5%	6%
 PL	65%	49%	19%	12%	10%	1%	1%	4%
 PT	67%	20%	20%	15%	13%	0%	2%	13%
 RO	47%	20%	27%	20%	30%	3%	1%	5%
 SI	61%	45%	19%	8%	9%	0%	3%	11%
 SK	56%	59%	17%	20%	13%	0%	2%	3%
 FI	70%	44%	19%	14%	3%	2%	1%	10%
 SE	70%	33%	14%	27%	2%	0%	6%	5%
 UK	66%	28%	17%	6%	3%	12%	1%	4%

**Highest percentage per country***Lowest percentage per country*

Highest percentage per item

Lowest percentage per item

Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

Looking at the reasons for choice by the mode of transport reveals a few interesting differences:

- For those who used a car, motorbike, train or boat, convenience was the most mentioned reason for choice. For those who travelled by plane, speed was much more likely to be given as a reason (64%), with convenience second at 46%;
- For respondents who used a coach, convenience and price were equally important: 46% mentioned each reason. In addition, a coach was the only form of transport where price was mentioned as often (or almost as often) as convenience. Overall, coach and train users were the only ones where at least one in five mentioned price as a reason for choosing their particular mode (46% and 27% respectively);
- Those who travelled by boat were much more likely than those using other modes to mention available facilities (28% vs. 10%-17%). In fact this was the second most mentioned reason by boat users, after convenience.

**QA6 What are the reasons for using this mode or these modes of transport? (ROTATE – MAX. 2 ANSWERS)**



	Convenience	Speed	The price	Available facilities	Security	There is no alternative	Environmental reasons	Other (SPONTANEOUS)
EU28	61%	41%	18%	15%	7%	5%	1%	6%
<b>Mode of transport used for a journey of 300km or more</b>								
Car	71%	41%	15%	16%	6%	3%	1%	5%
Motorbike	39%	34%	19%	10%	12%	0%	7%	24%
Plane	46%	64%	15%	13%	6%	7%	1%	4%
Train	52%	38%	27%	15%	12%	5%	5%	6%
Boat	51%	19%	18%	28%	6%	6%	2%	16%
Coach	46%	13%	46%	17%	10%	5%	2%	11%

Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

Socio-demographic analysis showed that:

- **Convenience** was much more likely to have been a factor for those aged 55+ than the youngest respondents (67% vs. 49%);
- Those aged 55+ were the least likely to mention **speed** as a reason for their chosen mode of transport (35% vs. 44%-45%);
- **Price** was more likely to have been a factor for those aged 15-39 (21%-26%) than those aged 40+ (15%-16%);
- The longer a respondent remained in education, the more likely they were to mention **speed**: 32% of those with the lowest education levels said speed was a reason for their chosen mode of transport, compared to 45% of those with the highest levels.

**QA6 What are the reasons for using this mode or these modes of transport? (ROTATE – MAX. 2 ANSWERS)**

	Convenience	Speed	The price	Available facilities	Security	There is no alternative	Environmental reasons	Other (SPONTANEOUS)
EU28	61%	41%	18%	15%	7%	5%	1%	6%
 <b>Age</b>								
15-24	49%	45%	26%	14%	8%	4%	1%	7%
25-39	61%	44%	21%	12%	7%	5%	2%	5%
40-54	62%	44%	16%	16%	6%	5%	1%	5%
55 +	67%	35%	15%	15%	7%	5%	2%	8%
 <b>Education (End of)</b>								
15-	65%	32%	16%	16%	9%	6%	1%	8%
16-19	63%	40%	17%	16%	7%	5%	1%	5%
20+	62%	45%	17%	13%	6%	4%	2%	6%
Still studying	50%	44%	26%	14%	5%	4%	1%	8%

Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

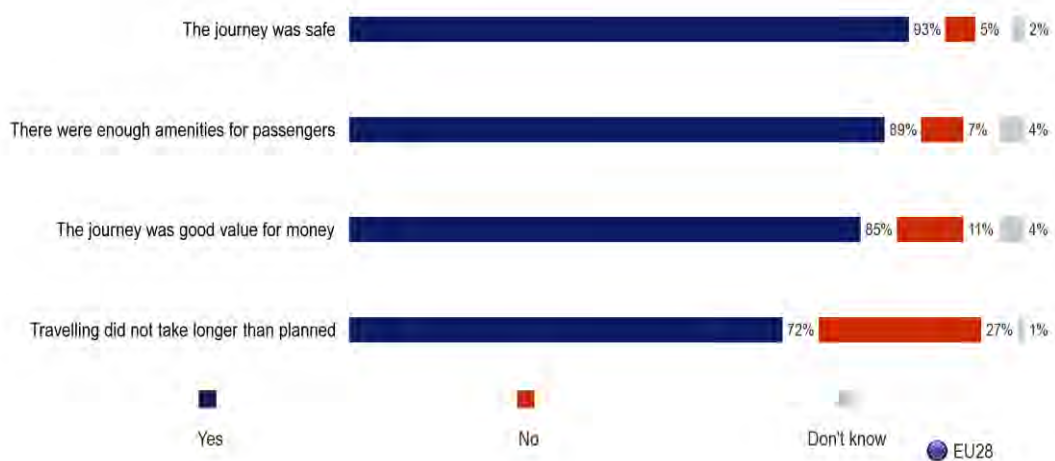
## 2.4. SATISFACTION WITH DIFFERENT ASPECTS OF LONG JOURNEYS

### - Most respondents were satisfied with the safety, amenities, value and time taken for their long journey -

Respondents were asked about several aspects of their most recent journey of 300 km or more within the EU in the last 12 months<sup>9</sup>.

More than nine out of ten said the journey was safe (93%), while 89% said there were enough amenities for passengers and 85% said their journey was good value for money. Respondents were least likely to agree that travelling did not take longer than planned, although this still represented almost three quarters of respondents (72%).

QA7. Which of the following applies to the last journey you made of 300 km or more?



Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

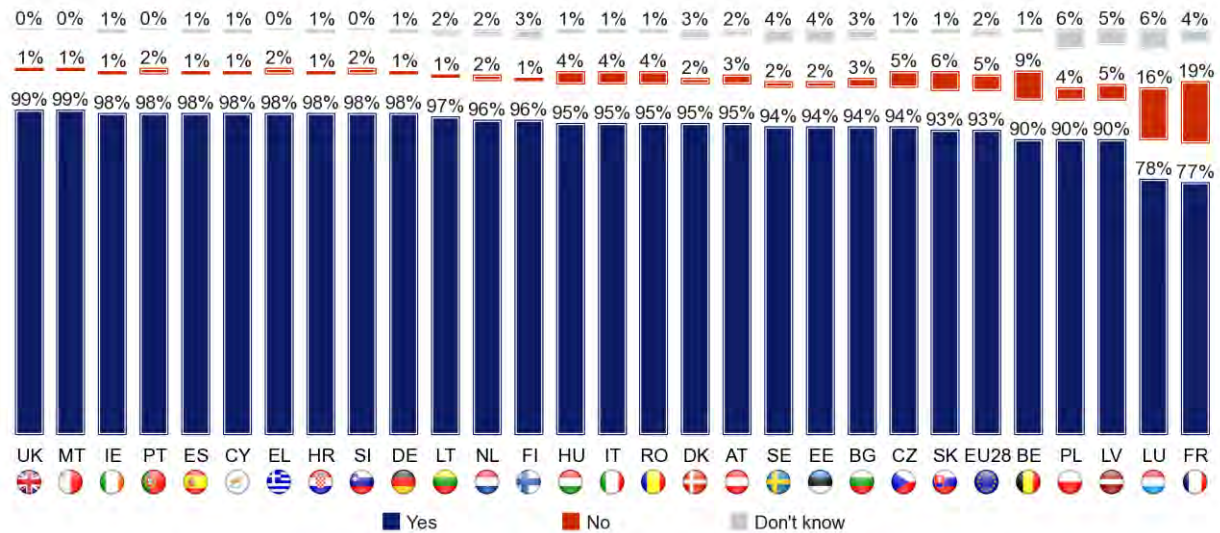
<sup>9</sup> Q7. Which of the following applies to the last journey you made of 300 km or more? (READ OUT – ONE ANSWER PER LINE): Yes / No / DK: The journey was good value for money; Travelling did not take longer than planned; There were enough amenities for passenger; The journey was safe



In all but two Member States at least nine out of ten respondents said they journey was safe, ranging from 99% of those in the UK and Malta, to 90% in Belgium, Poland and Latvia. Respondents in France (77%) and Luxembourg (78%) were the exceptions.

QA7.4. Which of the following applies to the last journey you made of 300 km or more?

The journey was safe

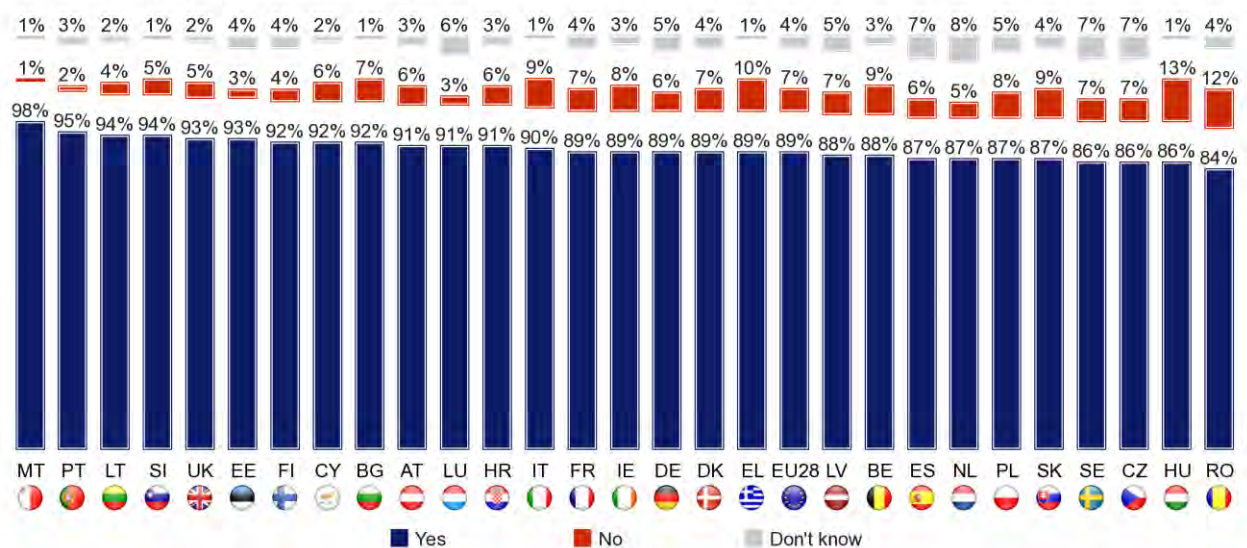


Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

There was little variation across the EU in the proportion of respondents who agreed there were enough amenities for passengers on their journey. Almost all respondents in Malta agreed (98%), as did 95% in Portugal and 94% in Lithuania and Slovenia. At the other end of the scale, 84% of those in Romania and 86% in Hungary, the Czech Republic and Sweden also agreed.

QA7.3. Which of the following applies to the last journey you made of 300 km or more?

There were enough amenities for passengers

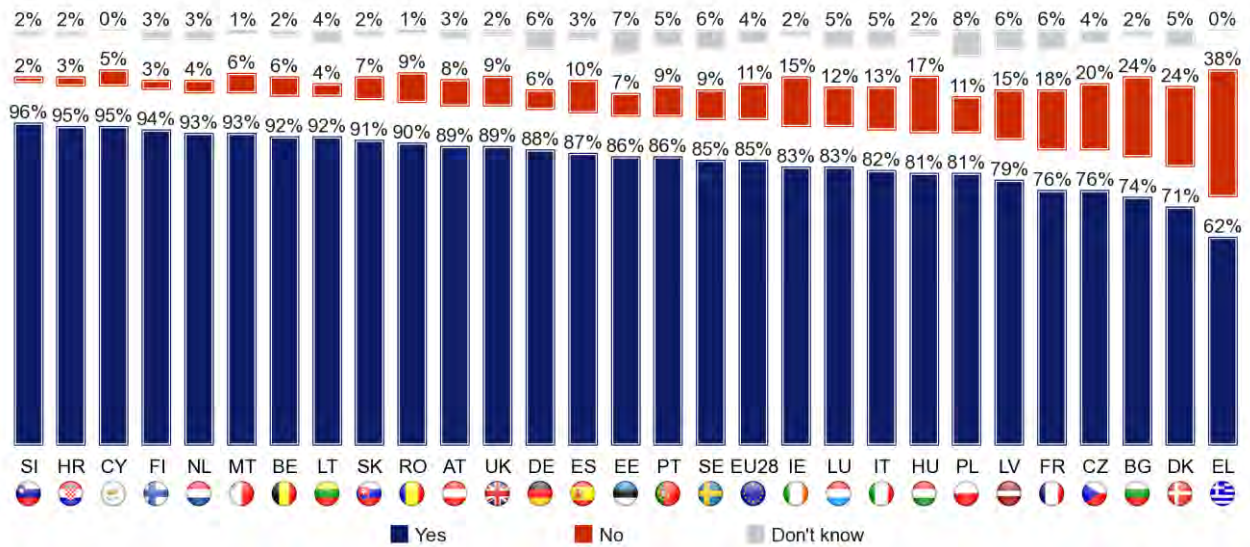


Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

Asking about the journey’s value for money produced a more varied response across Member States. More than nine out of ten respondents in Slovenia (96%), Croatia and Cyprus (both 95%) agreed their journey was good value for money, compared to 71% in Denmark and 62% in Greece.

QA7.1. Which of the following applies to the last journey you made of 300 km or more?

The journey was good value for money

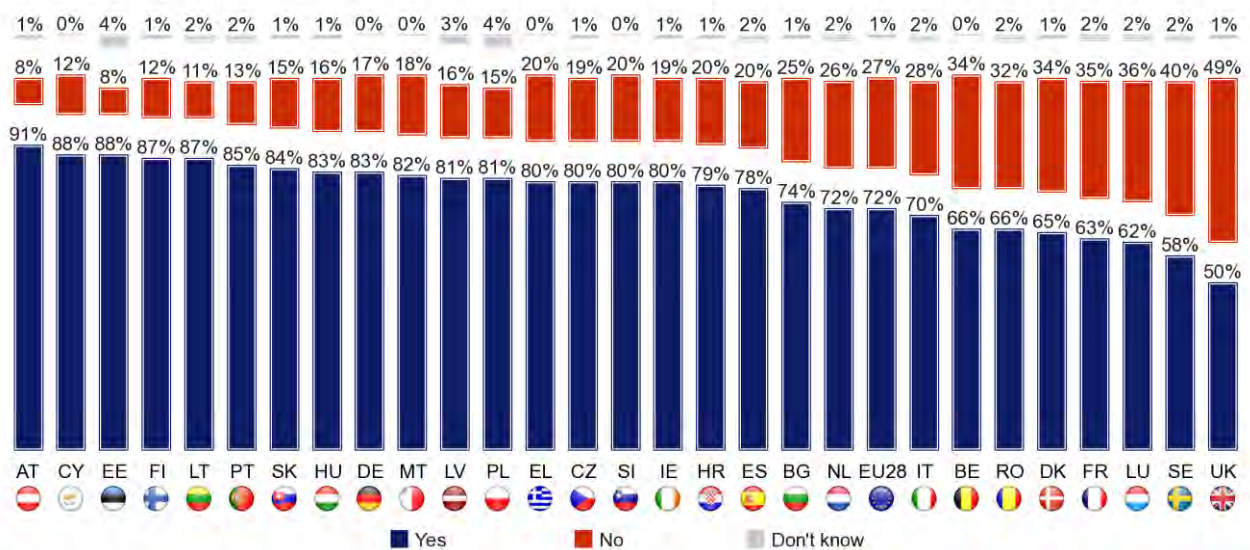


Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

Respondents in Austria (91%), Cyprus and Estonia (both 88%) were the most likely to agree their journey did not take longer than planned. This is a large contrast with respondents in Sweden (58%) and the UK (50%).

QA7.2. Which of the following applies to the last journey you made of 300 km or more?

Travelling did not take longer than planned



Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

The analysis based on the chosen mode of transport for the journey revealed some notable differences:

- Respondents who journeyed by motorbike were less likely than those who used other modes of transport to say their journey was safe (81% vs. 92%-97%);
- Those who journeyed by motorbike (71%) or train (85%) were less likely than those who travelled by other means to say there were enough amenities for passengers. This is particularly the case when comparing to those who travelled by boat (94%) or plane (92%);
- Respondents who travelled by coach (92%) or plane (90%) were the most likely to say their journey was good value for money (80%-84% for other modes);
- Those who travelled by motorbike (66%) or train (67%) were less likely than those who used other modes to say travelling did not take longer than planned (73% for other modes).

**QA7 Which of the following applies to the last journey you made of 300 km or more?**

	Yes			
	The journey was safe	There were enough amenities for passengers	The journey was good value for money	Travelling did not take longer than planned
EU28	93%	89%	85%	72%
<b>Mode of transport used for a journey of 300km or more</b>				
Car	92%	90%	83%	73%
Motorbike	81%	71%	80%	66%
Plane	97%	92%	90%	73%
Train	96%	85%	84%	67%
Boat	97%	94%	84%	73%
Coach	96%	89%	92%	73%

Base: respondents who have made journeys of 300 kilometres or more during the last 12 months (N=16,471)

### 3. PERCEPTION OF THE QUALITY OF DIFFERENT MEANS OF TRANSPORT OVER RECENT YEARS

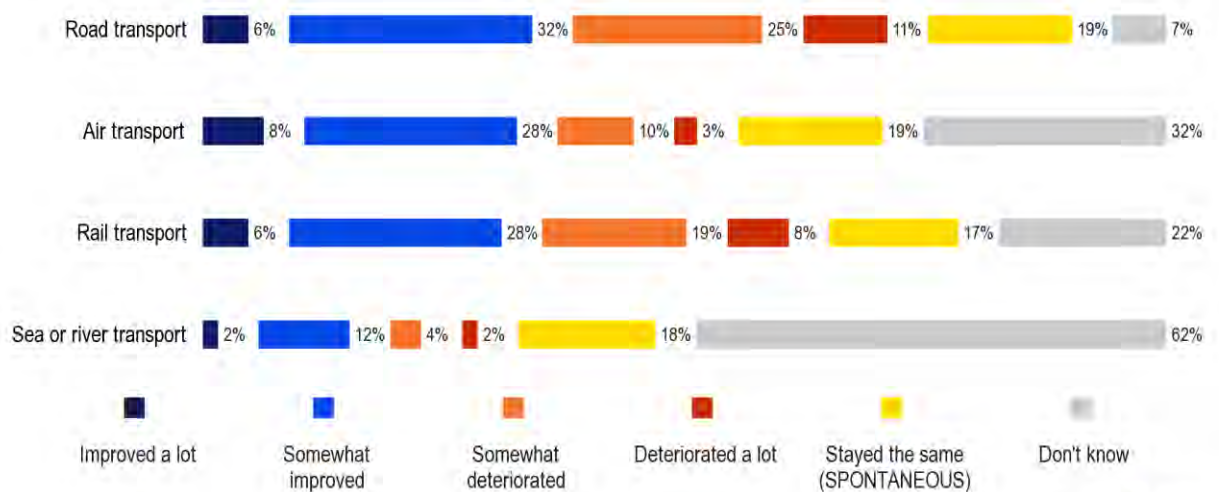
#### - At least one third said road, air and rail transport had improved in the last five years -

Respondents were divided about the quality of road transport in their country in the last five years: 38% said it had improved, while 36% thought it had deteriorated. Around one in five said the quality had remained the same (19%)<sup>10</sup>.

Respondents were more likely to be positive rather than negative about air and rail transport. In the case of air, 36% said it had improved, compared to 13% who said it had deteriorated and 19% who thought quality was the same. The difference was smaller in the case of rail transport, with 34% of the opinion it had improved and 27% that it had deteriorated.

Just over one in ten (14%) said sea or river transport in their country had improved in the last five years, while 6% said it had deteriorated. However it is worth noting that 62% were unable to give an opinion on this mode of transport.

QA8. In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?



EU28

The following sections of the report will investigate each of these modes of transport in more detail.

<sup>10</sup> Q8 In your opinion, has the quality of the following means of transport (services, connections, infrastructures etc.) improved, or deteriorated in (OUR COUNTRY) in the last 5 years? (SHOW CARD WITH SCALE - ONE ANSWER PER LINE) Air transport; DO NOT ASK IN CY AND MT Rail transport; Road transport; Sea or river transport. Improved a lot; Somewhat improved; Somewhat deteriorated; Deteriorated a lot; Stayed the same (SPONTANEOUS) .



## 4. ROAD TRANSPORT

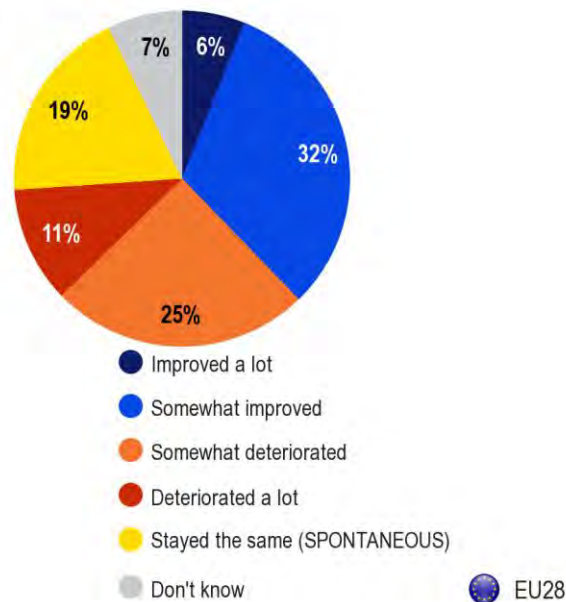
### 4.1. PERCEPTIONS OF THE QUALITY OF ROAD TRANSPORT

#### - Opinion is divided over whether the quality of road transport has improved or deteriorated in the last five years -

As shown in the previous section, almost four out of ten respondents said the quality of road transport had improved over the last five years (38%), although almost the same proportion said it had deteriorated (36%). In fact 11% said road transport in their country had deteriorated a lot. Around one in five (19%) said the quality of road transport has remained the same in the last five years.

QA8.3. In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

Road transport



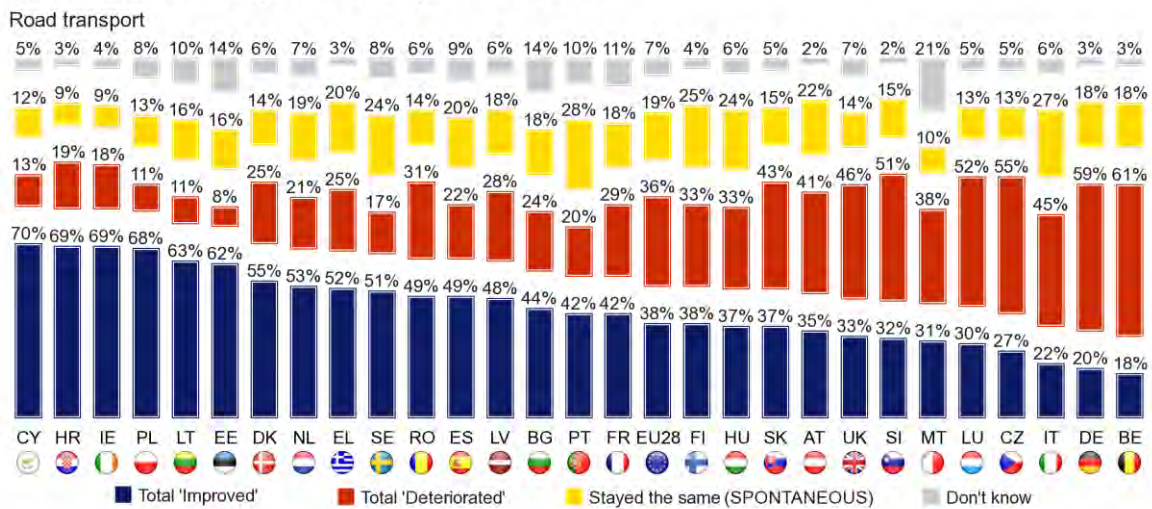
Respondents living in NMS13 countries were much more likely than those in EU15 countries to say road transport had improved (53% vs. 34%). Those in EU15 countries were more likely to say it had deteriorated (40% vs. 25%) or stayed the same (20% vs. 15%).

There were only ten Member States where a majority of respondents said the quality of road transport had improved in the last five years, with the most positive respondents found in Cyprus (70%), Ireland and Croatia (both 69%). In fact 31% of respondents in Ireland said the quality of road transport had ‘improved a lot’ in the last five years.

At the other end of the scale 18% of respondents in Belgium, 20% of those in Germany and 22% in Italy said the quality of road transport had improved. At least one in five respondents in Belgium (26%), Luxembourg (24%), Slovenia (23%) and Germany (20%) said the quality of road transport in their country had ‘deteriorated a lot’ in the last five years.

At least one quarter of respondents in Portugal (28%), Italy (27%) and Finland (25%) said the quality of road transport had remained the same.

QA8.3. In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?



The analysis by most often used mode of transport revealed few interesting facts:

- Respondents who most often use cars on a typical day were less likely than those who used public transport to say road transport had improved (38% vs. 43%);
- However, car users were more likely than those who used motorbikes to say road transport had improved (38% vs. 30%). Public transport users, on the other hand, were more likely to say road transport had improved (43% vs. 30%).

**QA8.3 In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?**

**Road transport**



	Total 'Improved'	Total 'Deteriorated'	Stayed the same (SPONTANEOUS)	Don't know
EU28	38%	36%	19%	7%
<b>Most often used mode of transport</b>				
Car	38%	40%	18%	4%
Motorbike	30%	38%	25%	7%
Train	37%	37%	20%	6%
Boat	6%	94%	0%	0%
Public transport	43%	30%	19%	8%
Bicycle	38%	36%	19%	7%
Walking	36%	32%	19%	13%

Socio-demographic analysis showed that:

- The older the respondent, the less likely they were to say road transport had improved in the last five years: 43% of those aged 15-24 said road had improved, compared to 33% of those aged 55+;
- The longer a respondent remained in education, the more likely they were to say road transport had improved;
- Just over three in ten with the lowest education levels said road transport had improved (31%), compared to 42% of those who finished education aged 20+.

**QA8.3 In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?**

**Road transport**

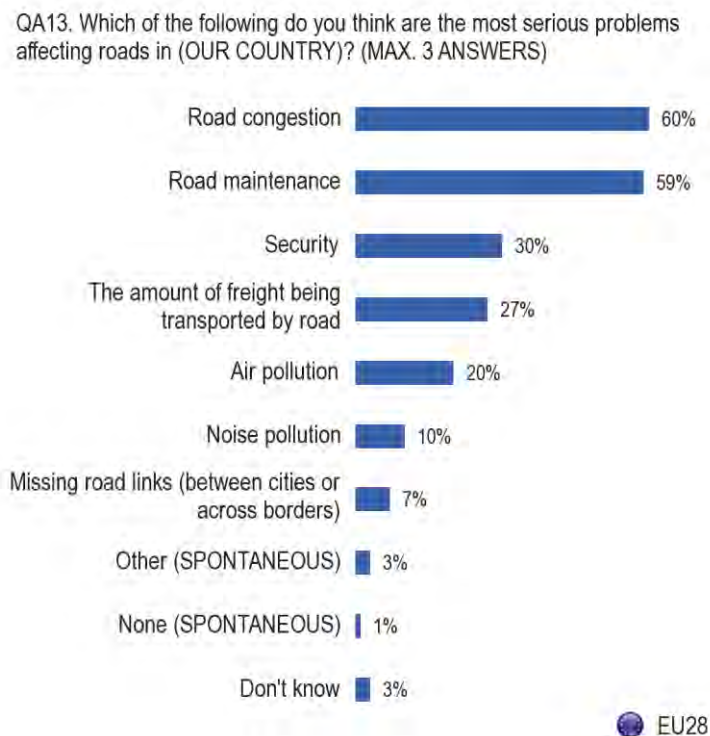
	Total 'Improved'	Total 'Deteriorated'	Stayed the same (SPONTANEOUS)	Don't know
EU28	38%	36%	19%	7%
 <b>Age</b>				
15-24	43%	25%	23%	9%
25-39	41%	34%	19%	6%
40-54	39%	39%	18%	4%
55 +	33%	41%	18%	8%
 <b>Education (End of)</b>				
15-	31%	40%	19%	10%
16-19	38%	40%	17%	5%
20+	42%	35%	18%	5%
Still studying	40%	25%	25%	10%



## 4.2. THE MOST SERIOUS PROBLEMS AFFECTING ROADS

### - The majority agreed congestion and maintenance are the most serious problems for roads -

Six out of ten respondents said congestion was the most serious problem for roads in their country (60%), while almost as many (59%) mentioned road maintenance<sup>11</sup>. Around three in ten mentioned security (30%) or the amount of freight being transported (27%). Air (20%) and noise pollution (10%) were mentioned by fewer respondents, as well as missing road links (7%).



Those living in EU15 countries were more likely than their NMS13 counterparts to mention congestion (63% vs. 47%), the amount of freight transported by road (29% vs. 21%) and air pollution (22% vs. 15%). Those in NMS13 countries, on the other hand, were more likely to mention maintenance (64% vs. 58%), security (35% vs. 28%) and missing road links (12% vs. 5%).

<sup>11</sup> Q13 Which of the following do you think are the most serious problems affecting roads in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS) Road congestion; Noise pollution; Air pollution; Safety; Missing road links (between cities or across borders); Road maintenance; The amount of freight being transported by road; Others (SPONTANEOUS); None (SPONTANEOUS); DK

At least eight out of ten respondents in Luxembourg (86%), Malta (82%) and Germany (81%) said road **congestion** was the most serious problem for roads in their country, and overall at least half of all respondents in 16 Member States mentioned congestion. In spite of this, congestion was the most mentioned option in only 10 Member States: Luxembourg (86%), Malta (82%), Germany (81%), Belgium (78%), the Netherlands (76%), the United Kingdom (69%), Austria (67%), Denmark (66%) and France and Cyprus (both 61%). Congestion was least likely to be mentioned by respondents in Sweden (34%) and Estonia (31%).

Road **maintenance** was the most mentioned option by respondents in the other 18 Member States. In 23 Member States at least half of all respondents said road maintenance was the most serious problem for roads, with those in Bulgaria, Latvia (both 83%) and Slovenia (80%) the most likely to say this. The exceptions were Cyprus (45%), France and the Netherlands (both 39%), Austria (30%) and Luxembourg (21%).






























At least half of all respondents in Bulgaria (52%) and Greece (50%) said **security** was the most serious problem, compared to just 13% in Malta and Denmark.

The **amount of freight being transported by road** was most likely to be mentioned by respondents in Sweden (48%) and Germany (42%), and least likely to be mentioned by those in Lithuania and Estonia (both 12%).

**Air pollution** was the most serious problem for at least one third of respondents in Sweden (41%), Austria (36%), the Netherlands and France (both 33%), but was less likely to be mentioned by those in Cyprus (7%) and Ireland (6%).

Respondents in Austria were much more likely than those in other Member States to mention **noise pollution** (35% vs. 3%-19%), while those in Cyprus (21%) were the most likely to mention **missing road links**.

QA13 Which of the following do you think are the most serious problems affecting roads in (OUR COUNTRY)? (MAX. 3 ANSWERS)

	Road congestion	Road maintenance	Security	The amount of freight being transported by road	Air pollution	Noise pollution	Missing road links (between cities or across borders)
 EU28	60%	59%	30%	27%	20%	10%	7%
 BE	<b>78%</b>	59%	29%	25%	25%	9%	4%
 BG	37%	<b>83%</b>	<b>52%</b>	15%	17%	6%	10%
 CZ	62%	<b>78%</b>	36%	33%	21%	10%	9%
 DK	<b>66%</b>	58%	<b>13%</b>	23%	28%	12%	5%
 DE	<b>81%</b>	63%	15%	42%	23%	19%	4%
 EE	<b>31%</b>	<b>56%</b>	30%	<b>12%</b>	13%	7%	5%
 IE	51%	60%	39%	17%	<b>6%</b>	<b>3%</b>	13%
 EL	45%	<b>76%</b>	50%	21%	14%	5%	14%
 ES	53%	<b>67%</b>	31%	14%	13%	5%	<b>3%</b>
 FR	<b>61%</b>	39%	33%	33%	33%	12%	4%
 HR	40%	<b>66%</b>	33%	22%	16%	11%	10%
 IT	51%	59%	45%	26%	21%	8%	10%
 CY	<b>61%</b>	45%	30%	14%	7%	10%	<b>21%</b>
 LV	36%	<b>83%</b>	27%	20%	9%	<b>3%</b>	8%
 LT	38%	<b>52%</b>	30%	<b>12%</b>	23%	15%	7%
 LU	<b>86%</b>	<b>21%</b>	21%	34%	22%	11%	8%
 HU	43%	<b>71%</b>	27%	22%	22%	10%	13%
 MT	<b>82%</b>	58%	<b>13%</b>	21%	31%	13%	13%
 NL	<b>76%</b>	39%	16%	34%	33%	12%	5%
 AT	<b>67%</b>	30%	20%	41%	36%	<b>35%</b>	6%
 PL	49%	<b>52%</b>	37%	20%	12%	10%	11%
 PT	35%	<b>62%</b>	46%	18%	12%	6%	7%
 RO	41%	<b>64%</b>	36%	15%	12%	6%	17%
 SI	60%	<b>80%</b>	21%	41%	17%	11%	6%
 SK	57%	<b>74%</b>	25%	36%	15%	9%	16%
 FI	38%	<b>66%</b>	32%	29%	25%	6%	<b>3%</b>
 SE	34%	<b>58%</b>	31%	<b>48%</b>	<b>41%</b>	11%	<b>3%</b>
 UK	<b>69%</b>	67%	19%	19%	11%	5%	5%

**Highest percentage per country**

*Lowest percentage per country*

Highest percentage per item

Lowest percentage per item

Respondents who chose different modes of daily transport had different perspectives on the most serious problems affecting roads:

- Train (65%), car (63%), bicycle (62%), and public transport (58%) users were most likely to say **congestion** was the most serious problem;
- Car users (62%) and public transport users (56%) were almost as likely to mention **road maintenance**, while for motorbike users and those who walked maintenance was the most serious problem affecting roads (64% and 56% respectively);
- **Security** was most likely to be mentioned by motorbike users and walkers (39% and 34% respectively), while car, train and bicycle users were the most likely to mention the amount of freight (31%-30% vs. 18%-22%);
- Those who chose the bicycle or the train as their most often used mode of daily transport were more likely than car or motorbike users, or walkers to say **air pollution** was one of the most serious problems affecting roads (30% and 25% vs. 19%).



**QA13 Which of the following do you think are the most serious problems affecting roads in (OUR COUNTRY)?  
(ROTATE – MAX. 3 ANSWERS)**

	Road congestion	Road maintenance	Security	The amount of freight being transported by road	Air pollution	Noise pollution	Missing road links (between cities or across borders)
EU28	60%	59%	30%	27%	20%	10%	7%
<b>Most often used mode of transport</b>							
Car	63%	62%	29%	31%	19%	9%	7%
Motorbike	61%	64%	39%	18%	19%	9%	5%
Train	65%	57%	21%	30%	25%	12%	5%
Boat	15%	79%	8%	28%	0%	46%	0%
Public transport	58%	56%	29%	19%	21%	12%	8%
Bicycle	62%	51%	25%	30%	30%	17%	5%
Walking	50%	56%	34%	22%	19%	10%	6%

Socio-demographic analysis illustrated that:

- Those aged 15-24 were the least likely to say road maintenance was the most serious problem affecting roads (51% vs. 59%-61%);
- Those aged 40+ were more likely than their younger counterparts to mention the amount of freight being transported by road (30% vs. 20%-24%);
- The younger the respondent, the more likely they were to mention air pollution: 25% of the youngest respondents mentioned this, compared to 17% of those aged 55+;
- Road congestion was more likely to be considered a problem by those with the lowest education levels (54% vs. 62%).

**QA13 Which of the following do you think are the most serious problems affecting roads in (OUR COUNTRY)?  
(ROTATE – MAX. 3 ANSWERS)**

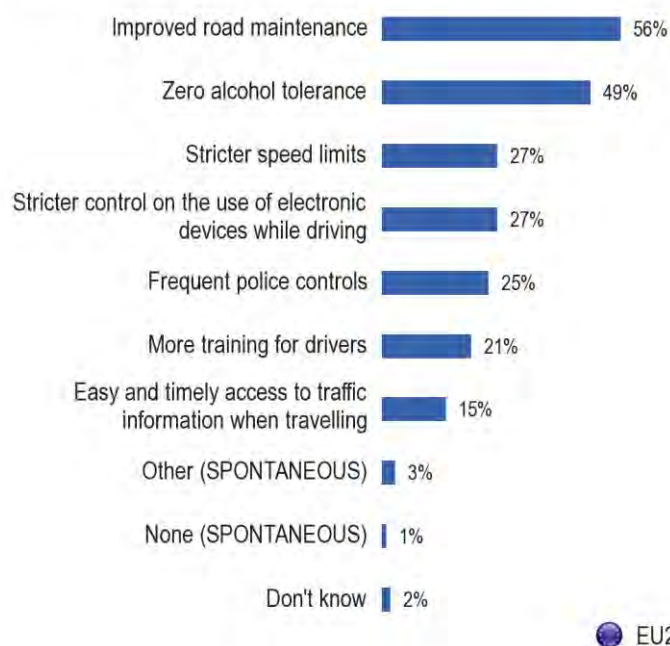
	Road congestion	Road maintenance	Security	The amount of freight being transported by road	Air pollution	Noise pollution	Missing road links (between cities or across borders)
EU28	60%	59%	30%	27%	20%	10%	7%
 <b>Age</b>							
15-24	60%	51%	32%	20%	25%	11%	8%
25-39	61%	61%	29%	24%	22%	10%	8%
40-54	63%	61%	30%	30%	20%	11%	7%
55 +	56%	59%	28%	30%	17%	10%	5%
 <b>Education (End of)</b>							
15-	54%	59%	32%	24%	16%	10%	5%
16-19	62%	63%	29%	28%	19%	11%	7%
20+	62%	58%	28%	30%	23%	10%	7%
Still studying	60%	49%	31%	20%	26%	11%	8%

### 4.3. PRIORITIES FOR IMPROVING SAFETY ON ROADS

#### - Improved road maintenance should be the priority for improving safety on roads -

More than half of all respondents said improving road maintenance should be the priority for improving safety on roads, although almost as many mentioned zero alcohol tolerance (49%)<sup>12</sup>. Stricter speed limits and stricter controls on the use of electronic devices were less likely to be mentioned (both 27%), as were frequent police controls (25%) and more driver training (21%). More than one in ten also mentioned easy and timely access to traffic information when travelling.

QA14. Which of the following do you think should be the priorities for improving safety on roads in (OUR COUNTRY)? (MAX. 3 ANSWERS)



Respondents living in EU15 countries were much more likely than their NMS13 counterparts to mention stricter control on the use of electronic devices while driving (31% vs. 15%).

<sup>12</sup> Q14. Which of the following do you think should be the priorities for improving safety on roads? (READ OUT – ROTATE - MAX 3 ANSWERS) More training for drivers; Stricter speed limits; Stricter control on the use of electronic devices while driving; Easy and timely access to traffic information when travelling; Zero alcohol tolerance; Frequent police controls; Improved road maintenance; Other (SPONTANEOUS); None (SPONTANEOUS); DK

There is a wide variation across the EU in the proportions who said **improved road maintenance** should be the priority for improving safety on roads, although this was the most mentioned priority in 18 Member States. At least three quarters of respondents in Latvia (79%), Slovenia (78%), the Czech Republic and Slovakia (77%) said this should be the priority, compared to 23% of those in the Netherlands and 15% in Luxembourg.

Respondents in Sweden (64%), Lithuania (59%) and Bulgaria (57%) who were the most likely to say **zero alcohol tolerance** should be the priority for improving road safety, with this being the most mentioned priority in seven Member States: Sweden (64%), Lithuania (59%), Poland (55%), Denmark (53%), Austria (52%), France (49%) and Ireland (46%). This option was least mentioned by respondents in Portugal and Slovenia (both 36%) and Croatia (34%).

**Stricter speed limits** was the most mentioned priority for improving safety in roads in Cyprus (44%), although Bulgaria was the only Member State where at least half said this should be the priority (50%). At the other end of the scale only 11% of respondents in Sweden and Denmark mentioned stricter speed limits as a priority for improving road safety.

Respondents in the Netherlands (59%), Denmark (49%) and Luxembourg (46%) were the most likely to say **stricter control on the use of electronic devices while driving** should be the priority to improve road safety, and this was also the most mentioned priority in the Netherlands and Luxembourg. In contrast, 12% of those in Romania and 11% in Slovakia also mentioned this.






























Respondents in Luxembourg and Cyprus were the most likely to favour **frequent police controls** (both 42%), but this was less likely to be a priority for those in the UK and Slovenia (both 15%).

At least one third of respondents in Cyprus (41%), Austria and Portugal (both 34%) said **more driver training** should be the priority, compared to 13% of those in Poland and 14% in the Czech Republic.

Finally, there was very little variation across the EU in the proportions who thought **easy and timely access to traffic information when travelling** should be the priority – ranging from 22% of respondents in the Netherlands, to 10% of those in Romania, Bulgaria, Estonia and the UK.



QA14 Which of the following do you think should be the priorities for improving safety on roads in (OUR COUNTRY)?  
(MAX. 3 ANSWERS)

		Improved road maintenance	Zero alcohol tolerance	Stricter speed limits	Stricter control on the use of electronic devices while driving	Frequent police controls	More training for drivers	Easy and timely access to traffic information when travelling	Other (SPONTANEOUS)	None (SPONTANEOUS)	Don't know
	EU28	56%	49%	27%	27%	25%	21%	15%	3%	1%	2%
	BE	59%	47%	30%	32%	27%	20%	13%	2%	1%	0%
	BG	66%	57%	50%	17%	29%	27%	10%	0%	0%	1%
	CZ	77%	40%	34%	13%	34%	14%	18%	3%	0%	1%
	DK	50%	53%	11%	49%	31%	16%	19%	3%	2%	1%
	DE	64%	49%	33%	30%	25%	16%	14%	4%	2%	1%
	EE	54%	51%	22%	14%	30%	23%	10%	3%	2%	5%
	IE	44%	46%	35%	42%	26%	28%	12%	2%	1%	0%
	EL	74%	41%	42%	21%	34%	31%	15%	5%	0%	0%
	ES	66%	55%	24%	17%	21%	18%	14%	3%	0%	1%
	FR	39%	49%	20%	33%	20%	29%	17%	4%	1%	2%
	HR	57%	34%	39%	30%	35%	25%	14%	1%	0%	1%
	IT	55%	51%	34%	25%	35%	18%	16%	2%	0%	2%
	CY	35%	38%	44%	22%	42%	41%	15%	2%	1%	0%
	LV	79%	50%	30%	16%	17%	19%	12%	2%	1%	1%
	LT	51%	59%	39%	17%	23%	28%	13%	2%	1%	2%
	LU	15%	40%	31%	46%	42%	19%	17%	6%	3%	1%
	HU	65%	37%	30%	22%	28%	17%	17%	2%	3%	1%
	MT	52%	38%	34%	43%	38%	22%	15%	3%	0%	1%
	NL	23%	55%	18%	59%	19%	20%	22%	7%	3%	2%
	AT	38%	52%	24%	33%	34%	34%	14%	4%	4%	1%
	PL	54%	55%	18%	13%	31%	13%	19%	4%	1%	4%
	PT	55%	36%	35%	18%	25%	34%	18%	3%	1%	2%
	RO	55%	45%	34%	12%	27%	32%	10%	2%	0%	3%
	SI	78%	36%	19%	22%	15%	27%	16%	6%	1%	1%
	SK	77%	46%	22%	11%	20%	22%	17%	3%	0%	1%
	FI	69%	47%	15%	33%	24%	15%	13%	4%	2%	1%
	SE	60%	64%	11%	44%	36%	17%	12%	5%	1%	1%
	UK	57%	40%	26%	35%	15%	22%	10%	3%	1%	3%

**Highest percentage per country**

*Lowest percentage per country*

Highest percentage per item

Lowest percentage per item



The analysis by most often used mode of transport reveals that respondents who use motorbikes most often as a daily transport were the most likely than those who used other modes of transport to say improved road maintenance should be the priority (65% vs. 49%-59%).




**QA14 Which of the following do you think should be the priorities for improving safety on roads in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)**

	Improved road maintenance	Zero alcohol tolerance	Stricter speed limits	Stricter control on the use of electronic devices while driving	Frequent police controls	More training for drivers	Easy and timely access to traffic information when travelling	Other (SPONTANEOUS)	None (SPONTANEOUS)	Don't know
EU28	56%	49%	27%	27%	25%	21%	15%	3%	1%	2%
<b>Most often used mode of transport</b>										
Car	59%	48%	26%	29%	24%	22%	16%	3%	1%	1%
Motorbike	65%	41%	22%	20%	25%	24%	20%	6%	0%	2%
Train	56%	46%	19%	33%	15%	25%	22%	3%	1%	3%
Boat	14%	19%	6%	9%	6%	46%	74%	1%	0%	0%
Public transport	53%	51%	30%	24%	27%	20%	14%	3%	1%	3%
Bicycle	49%	51%	29%	32%	27%	19%	12%	4%	1%	2%
Walking	52%	49%	33%	24%	27%	20%	11%	3%	1%	4%

Socio-demographic analysis highlighted the following differences:

- Men were more likely than women to say improved road maintenance should be the priority for improving road safety (59% vs. 53%). Women were more likely to mention zero alcohol tolerance (52% vs. 45%), stricter speed limits (31% vs. 24%), and frequent police controls (28% vs. 23%);
- The older the respondent, the more likely they were to say stricter speed limits should be the priority: 22% of the youngest respondents said this, compared to 32% of those aged 55+. The youngest respondents were also the least likely to mention improved road maintenance (51% vs. 56%-58%), while the oldest were the least likely to mention more driver training (18% vs. 23%-24%);
- The longer a respondent remained in education, the more likely they were to say there should be stricter control on the use of electronic devices while driving and easy and timely access to traffic information when travelling, and the less likely they were to think stricter speed limits and frequent police controls should be the priority for improving road safety.

**QA14 Which of the following do you think should be the priorities for improving safety on roads in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)**

	Improved road maintenance	Zero alcohol tolerance	Stricter speed limits	Stricter control on the use of electronic devices while driving	Frequent police controls	More training for drivers	Easy and timely access to traffic information when travelling	Other (SPONTA NEOUS)	None (SPONTA NEOUS)	Don't know
EU28	56%	49%	27%	27%	25%	21%	15%	3%	1%	2%
 <b>Gender</b>										
Man	59%	45%	24%	26%	23%	22%	17%	4%	1%	2%
Woman	53%	52%	31%	29%	28%	20%	13%	3%	1%	2%
 <b>Age</b>										
15-24	51%	46%	22%	27%	25%	24%	19%	2%	2%	2%
25-39	58%	47%	24%	25%	23%	23%	17%	4%	1%	2%
40-54	57%	49%	27%	29%	23%	23%	15%	3%	1%	1%
55 +	56%	50%	32%	27%	28%	18%	11%	4%	1%	3%
 <b>Education (End of)</b>										
15-	55%	51%	35%	22%	30%	18%	10%	3%	1%	3%
16-19	59%	49%	29%	27%	26%	21%	13%	3%	1%	2%
20+	55%	49%	22%	32%	22%	24%	17%	4%	1%	1%
Still studying	50%	45%	20%	29%	24%	23%	21%	3%	1%	3%

#### 4.4. GENERAL ATTITUDES ABOUT ONLINE AVAILABILITY OF THE VEHICLE'S LOCATION

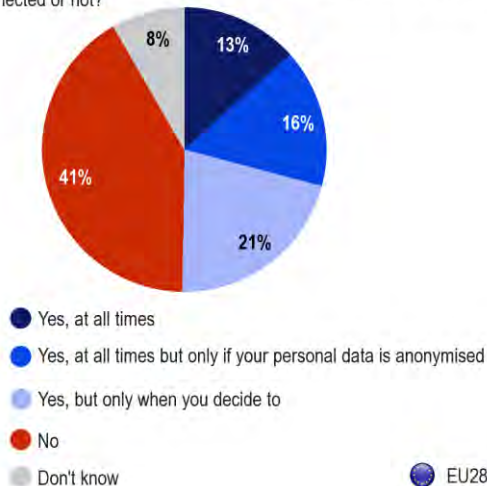
##### - A majority of respondents (51%) would be willing to have their vehicle connected online, but for most this would be conditional -

Connected vehicles would allow for better traffic management and safer, easier journeys, but would mean a vehicle's location would be available online.

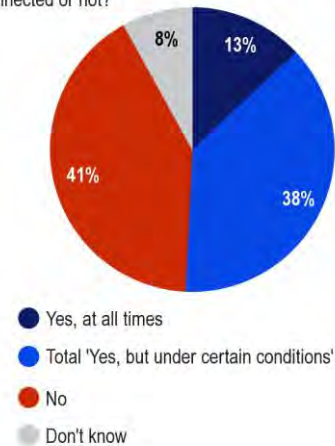
Overall 51% of respondents said they would be willing to connect their vehicle, however only 13% would be willing to have their vehicle connected at all times<sup>13</sup>. A further 16% would be willing to have their vehicle connected at all times if their personal data was anonymised, while 21% would be willing to connect their vehicle only when they decide to. In total 38% would be willing to connect their vehicles only under certain conditions.

However, respondents were most likely to say that they would not be willing to connect their vehicle (41%).

QA15. With today's technology, vehicles can be connected at all times. On the one hand this would allow a better traffic management and should make the journey easier and safer. On the other hand, it means that the vehicle's location would be available online. Would you agree to have your vehicle connected or not?



QA15. With today's technology, vehicles can be connected at all times. On the one hand this would allow a better traffic management and should make the journey easier and safer. On the other hand, it means that the vehicle's location would be available online. Would you agree to have your vehicle connected or not?



<sup>13</sup> Q15 With today's technology, vehicles can be connected at all times. On the one hand this will allow a better traffic management and should make the journey easier and safer. On the other hand, it means that the vehicle's location would be available online. Would you agree to have your vehicle connected or not? (READ OUT – ONE ANSWER ONLY): Yes, at all times; Yes, at all times but only if your personal data is anonymised; Yes, but only when you decide to; No; DK

Overall, at least half of all respondents in 16 Member States would agree to have their vehicle connected (either conditionally or unconditionally). Respondents in Sweden (75%) and Denmark (72%) were the most likely to agree. In contrast, only 39% in Slovenia and 37% in Poland would agree to have their vehicle connected.

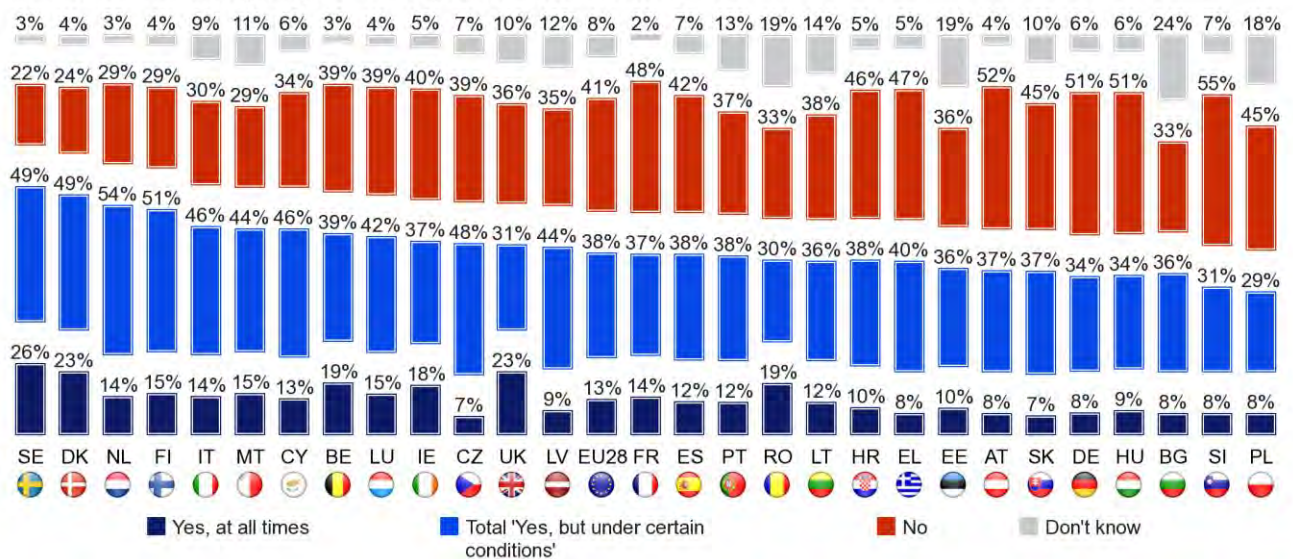
Respondents in Sweden were also the most willing to have their vehicle connected all the time (26%), followed by those in Denmark and the UK (both 23%). Those in the Czech Republic and Slovakia were the least willing to have their vehicle connected at all times (both 7%).

The Netherlands (54%) and Finland (51%) were the only countries where a majority of respondents were willing to have their car connected under certain conditions, with those in Sweden and Denmark not far behind (both 49%). At the other end of the scale, 29% of respondents in Poland would be willing to connect their vehicle under certain conditions.

In Slovenia (55%), Austria (52%), Germany and Hungary (both 51%) the majority were not willing to have their vehicle connected. In fact at least one quarter of respondents in 26 Member States said they were not willing to connect their vehicle.

In every Member State, respondents were more willing to connect their vehicles under certain conditions, rather than at all times. The gap between these two groups was smallest in the UK, where there was an eight percentage point difference between those who were willing to be connected at all times (23%), and those who were willing to be connected under certain conditions (31%). At the other end of the scale, respondents in the Czech Republic were much more willing to be connected under certain conditions (48%), than they were to be connected at all times (7%). In the Netherlands (54% vs. 14%), Finland (51% vs. 15%) and Latvia (44% vs. 9%) respondents agreed much more to be connected conditionally rather than at all times.





QA15. With today's technology, vehicles can be connected at all times. On the one hand this would allow a better traffic management and should make the journey easier and safer. On the other hand, it means that the vehicle's location would be available online. Would you agree to have your vehicle connected or not?



Socio-demographic analysis showed:

- Men were slightly more likely to be willing to have their vehicle connected all the time (16% vs. 11% of women);
- The older the respondent, the more likely they were to say they would not be willing to have their vehicle connected: 33% of 15-24 year olds said this, compared to 47% of those aged 55+. The oldest respondents were also the least likely to be willing to connect under certain conditions (28% vs. 41%-45%);
- The longer a respondent remained in education, the more likely they were to be willing to connect their vehicle, either conditionally or all the time; For example 23% of those with the lowest education levels would be willing to connect under certain conditions, compared to 45% of those who completed education aged 20+;
- Managers, white collar workers and the self-employed were the most likely to be willing to connect under certain conditions (44%-49% vs. 24%-37%).

**QA15 With today's technology, vehicles can be connected at all times. On the one hand this would allow a better traffic management and should make the journey easier and safer. On the other hand, it means that the vehicle's location would be available online. Would you agree to have your vehicle connected or not?**

	Yes, at all times	Total 'Yes, but under certain conditions'	No	Don't know	Total 'Yes'
EU28	13%	38%	41%	8%	51%
 <b>Gender</b>					
Man	16%	39%	40%	6%	54%
Woman	11%	36%	42%	11%	48%
 <b>Age</b>					
15-24	15%	45%	33%	6%	60%
25-39	13%	44%	38%	5%	58%
40-54	14%	41%	40%	5%	55%
55 +	12%	28%	47%	14%	40%
 <b>Education (End of)</b>					
15-	9%	23%	51%	16%	33%
16-19	13%	36%	43%	7%	50%
20+	15%	45%	36%	4%	60%
Still studying	14%	49%	30%	6%	63%
 <b>Socio-professional category</b>					
Self-employed	14%	44%	38%	4%	58%
Managers	15%	49%	34%	2%	64%
Other white collars	14%	48%	35%	4%	62%
Manual workers	14%	37%	43%	7%	51%
House persons	11%	34%	43%	12%	45%
Unemployed	13%	36%	44%	7%	49%
Retired	12%	24%	48%	15%	36%
Students	14%	49%	30%	6%	63%

## 5. AIR TRANSPORT

### 5.1. PERCEPTIONS OF THE QUALITY OF AIR TRANSPORT

**- A majority of respondents (55%) said the quality of air transport in their country has improved or stayed the same in the last five years -**

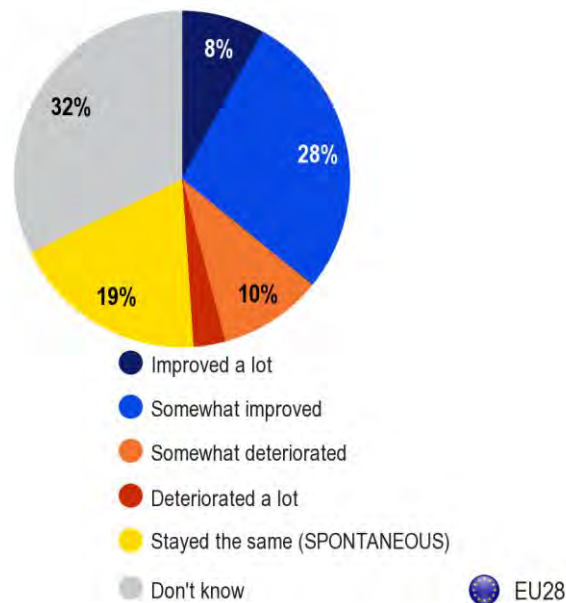
Respondents were most likely to say that the quality of air transport in their country has improved in the last five years (36%) than it has deteriorated (13%). Nevertheless, 32% of respondents were not able to give an answer.

Respondents were more likely to say that quality had 'somewhat improved' (28%) than they were to say it had 'improved a lot' (8%).

Almost one in five said the quality had remained the same (19%), while 13% said the quality of air transport in their country had deteriorated over the last five years.

QA8.1. In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

Air transport





Respondents in all Member States were more likely to be positive rather than negative about the quality of air transport in their country.

There were five Member States where the majority of respondents said the quality of air transport had improved in the last five years: Ireland (65%), Greece (61%), Cyprus, Malta (both 59%) and Croatia (51%). In fact, 30% of respondents in Ireland and 28% in **Malta said quality had improved ‘a lot’** during this period. Respondents in Ireland were also the most likely to say that the quality of road transport in their country had ‘improved a lot’.

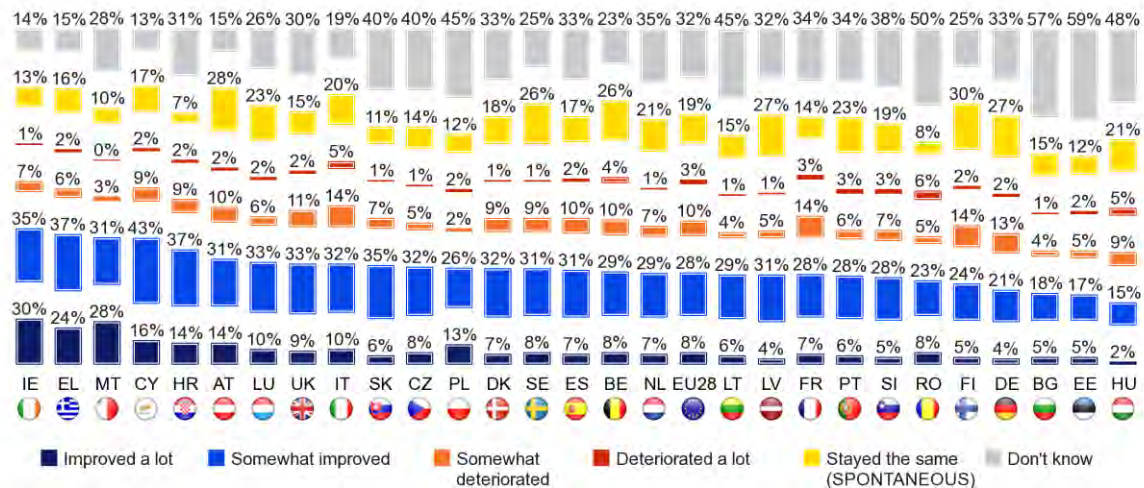
In contrast 23% of those in Bulgaria, 22% in Estonia and 17% in Hungary said quality had improved to some degree.

Respondents in Italy (19%), France (17%) and Finland (16%) were the most likely to say that the quality of air transport had deteriorated, compared to just 3% of those in Malta. Respondents in Finland were the most likely to say that quality had stayed the same (30%), followed by respondents in Austria (28%), Latvia and Germany (both 27%).

There were generally high levels of “don’t know” responding, with at least one in five respondents in 23 Member States answering this way. In particular, at least half of all respondents in Estonia (59%), Bulgaria (57%) and Romania (50%) were unable to answer.

QA8.1. In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

Air transport



The analysis by most often used mode of transport revealed that respondents who used a plane for a journey of 300 km or more within the EU in the last 12 months were more likely than those who used another mode of transport to say that air transport had improved (57% vs. 37%-53%).

**QA8.1 In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?**

**Air transport**

	Total 'Improved'	Total 'Deteriorated'	Stayed the same (SPONTANEOUS)	Don't know
EU28	36%	13%	19%	32%

**Mode of transport used for a journey of 300km or more**

	Total 'Improved'	Total 'Deteriorated'	Stayed the same (SPONTANEOUS)	Don't know
Car	40%	14%	19%	27%
Motorbike	45%	19%	14%	22%
Plane	57%	15%	22%	6%
Train	37%	13%	20%	30%
Boat	53%	8%	24%	15%
Coach	37%	11%	18%	34%



Socio-demographic analysis highlighted that:

- Men were more likely than women to say air transport had improved (39% vs. 33%);
- The oldest respondents were much less likely to say air transport had improved (29% vs. 40%-41%);
- The longer a respondent remained in education, the more likely they were to say air transport had improved, (28% and 36% vs. 41%);
- Managers, the self-employed and white collar workers were the most likely to say air transport had improved, and the least likely to say they did not know;
- The more urbanised the respondent, the more likely they were to say air transport had improved (41% and 36% vs. 33% in rural villages).

QA8.1 In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

## Air transport

	Total 'Improved'	Total 'Deteriorated'	Stayed the same (SPONTANEOUS)	Don't know
EU28	36%	13%	19%	32%
<b>Gender</b>				
Man	39%	14%	18%	29%
Woman	33%	13%	19%	35%
<b>Age</b>				
15-24	41%	8%	18%	33%
25-39	41%	13%	19%	27%
40-54	40%	15%	19%	26%
55 +	29%	13%	18%	40%
<b>Education (End of)</b>				
15-	28%	12%	17%	43%
16-19	36%	13%	19%	32%
20+	41%	15%	19%	25%
Still studying	41%	8%	19%	32%
<b>Socio-professional category</b>				
Self-employed	45%	12%	20%	23%
Managers	46%	14%	21%	19%
Other white collars	43%	14%	18%	25%
Manual workers	37%	13%	19%	31%
House persons	34%	14%	19%	33%
Unemployed	35%	15%	16%	34%
Retired	26%	12%	18%	44%
Students	41%	8%	19%	32%
<b>Subjective urbanisation</b>				
Rural village	33%	12%	19%	36%
Small/ mid size town	36%	14%	18%	32%
Large town	41%	13%	18%	28%

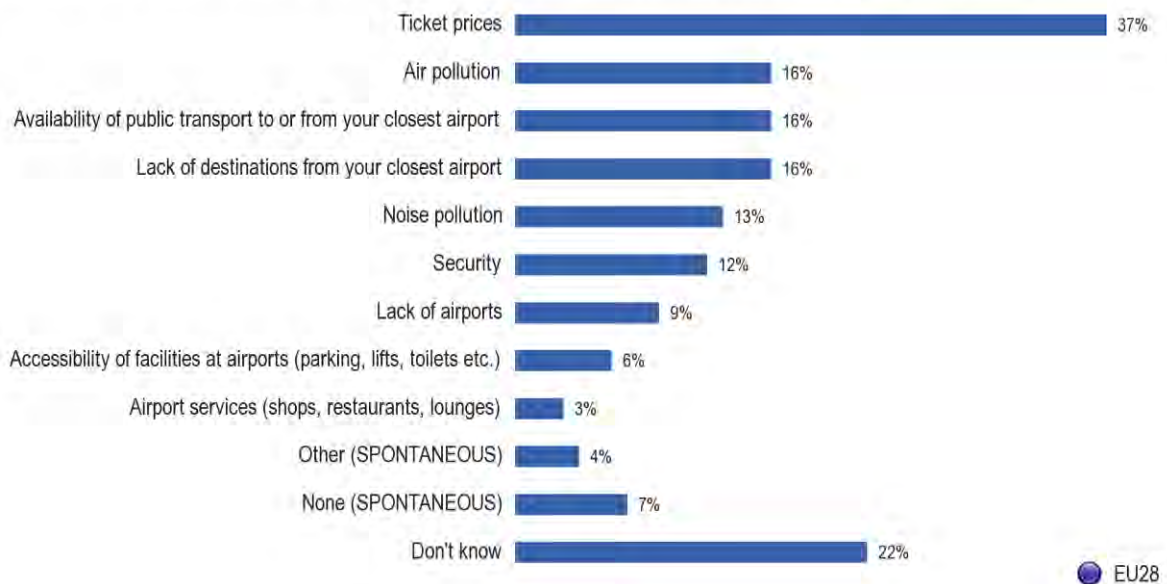
## 5.2. THE MOST SERIOUS PROBLEMS AFFECTING AIR TRANSPORT

### - Ticket prices were most likely to be considered the most serious problem for air transport -

When asked about the most serious problems affecting air transport in their country, respondents were much more likely to mention ticket prices than any other reason (37% vs. 3%-16%), although the second most common answer was actually that they did not know (22%)<sup>14</sup>.

Air pollution, lack of destinations from the closest airport, or availability of public transport to and from that airport were equally likely to be mentioned (all 16%). In contrast, few respondents said airport services (3%), or the accessibility of facilities at airports (6%) were the most serious problems.

QA10. Which of the following do you think are the most serious problems affecting air transport in (OUR COUNTRY)? (MAX. 3 ANSWERS)



EU28

<sup>14</sup> Q10 Which of the following do you think are the most serious problems affecting air transport in (OUR COUNTRY)? (READ OUT – ROTATE - MAX 3 ANSWERS POSSIBLE) Noise pollution; Air pollution; Safety; Lack of airports; Ticket prices; Accessibility of facilities at airports (parking, lifts, toilets etc.); Airport services (shops, restaurants, lounges); Lack of destinations from your closest airport; Availability of Public transport to/from your closest airport; Others (SPONTANEOUS); None (SPONTANEOUS); DK

**Ticket prices** was the most mentioned problem for air transport in 24 Member States and in five of them at least half of respondents shared this view: Cyprus (74%), Greece (66%), Croatia (54%), Spain (51%) and the Czech Republic (50%). At the other end of the scale, less than a quarter of respondents in Sweden (23%), Denmark (22%) and Germany (21%) mentioned ticket prices as the most serious problem for air transport.

Indeed, in these three Member States and in the Netherlands air pollution was the most mentioned problem. Respondents in Sweden were the most likely to mention **air pollution** (51%) as the most serious problem followed by the Netherlands (35%), Germany (27%) and Denmark (26%). In Austria, although air pollution was not the most mentioned problem, a large proportion of respondents considered air pollution a serious problem (35%). In contrast, in Poland only 3% of respondents shared this view.

Respondents in Luxembourg (26%), Austria and France (23%) were the most likely to say a **lack of destinations from their closest airport** was the most serious problem for air transport in their country, but this was less likely to be seen as an issue for those in Germany (9%) or Portugal (8%).






























A **lack of public transport to and from their closest airport** was considered a serious problem for at least one in five respondents in Italy and Sweden (both 23%), Greece (22%) and France (20%), but for only 6% in Malta or Bulgaria.

**Noise pollution** was the most mentioned problem by respondents in Austria (31%), Belgium (30%) and Germany (25%), and the least mentioned by those in Cyprus (2%), Slovakia and Latvia (both 3%).

**Security** was most likely to be mentioned as a serious problem by respondents in Bulgaria and Italy (20%), while at least one in five respondents in Greece (25%), Croatia (22%) and Slovakia (21%) mentioned a **lack of airports**. Italy was the only Member State where more than one in ten mentioned the **accessibility of facilities** at airports (12%).

At least one in five respondents in 16 Member States said they did not know what the most serious problem for air transport was in their country.

QA10 Which of the following do you think are the most serious problems affecting air transport in (OUR COUNTRY)? (MAX. 3 ANSWERS)

	Ticket prices	Air pollution	Availability of public transport to or from your closest airport	Lack of destinations from your closest airport	Noise pollution	Security	Lack of airports	Accessibility of facilities at airports (parking, lifts, toilets etc.)	Airport services (shops, restaurants, lounges)
 EU28	37%	16%	16%	16%	13%	12%	9%	6%	3%
 BE	31%	22%	17%	12%	30%	15%	6%	8%	3%
 BG	38%	8%	6%	14%	8%	20%	14%	3%	2%
 CZ	50%	11%	14%	12%	9%	13%	14%	4%	4%
 DK	22%	26%	17%	14%	9%	4%	9%	7%	3%
 DE	21%	27%	15%	9%	25%	7%	5%	5%	3%
 EE	26%	6%	8%	21%	5%	4%	6%	2%	1%
 IE	35%	9%	19%	22%	5%	11%	14%	7%	5%
 EL	66%	6%	22%	20%	4%	15%	25%	5%	3%
 ES	51%	8%	16%	15%	7%	8%	4%	9%	4%
 FR	45%	12%	20%	23%	13%	13%	9%	6%	3%
 HR	54%	6%	13%	21%	4%	13%	22%	5%	5%
 IT	43%	11%	23%	22%	7%	20%	12%	12%	5%
 CY	74%	6%	15%	16%	2%	14%	3%	8%	8%
 LV	40%	6%	11%	14%	3%	13%	11%	4%	3%
 LT	32%	8%	12%	13%	6%	11%	9%	6%	2%
 LU	44%	14%	9%	26%	19%	3%	4%	6%	4%
 HU	32%	11%	13%	10%	8%	12%	19%	3%	3%
 MT	40%	16%	6%	10%	10%	15%	5%	4%	3%
 NL	26%	35%	14%	16%	24%	11%	4%	7%	1%
 AT	36%	34%	19%	23%	31%	15%	16%	6%	6%
 PL	41%	3%	12%	15%	6%	9%	12%	4%	2%
 PT	38%	6%	11%	8%	6%	16%	6%	7%	2%
 RO	28%	6%	9%	12%	4%	16%	13%	5%	4%
 SI	40%	15%	13%	22%	8%	7%	13%	4%	4%
 SK	41%	7%	10%	20%	3%	12%	21%	5%	6%
 FI	35%	26%	19%	22%	12%	9%	13%	2%	3%
 SE	23%	51%	23%	18%	22%	7%	7%	2%	2%
 UK	30%	16%	12%	14%	9%	9%	7%	6%	3%

**Highest percentage per country**

*Lowest percentage per country*

Highest percentage per item

Lowest percentage per item

There were relatively few socio-demographic differences:

- The older the respondent, the less likely to mention ticket prices as the most serious problem affecting air transport in their country. (42% aged 15-39 vs. 29% aged 55+);
- The longer a respondent remained in education, the more likely to mention air pollution and a lack of destinations from their closest airport (9% vs. 14%) and (9% vs. 16% and 19%).

**QA10 Which of the following do you think are the most serious problems affecting air transport in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)**

	Ticket prices	Air pollution	Availability of public transport to or from your closest airport	Lack of destinations from your closest airport	Noise pollution	Security	Lack of airports	Accessibility of facilities at airports (parking, lifts, toilets etc.)	Airport services (shops, restaurants, lounges)
EU28	37%	16%	16%	16%	13%	12%	9%	6%	3%
<b>Age</b>									
15-24	42%	17%	15%	16%	10%	13%	12%	7%	4%
25-39	42%	15%	17%	19%	12%	12%	11%	6%	4%
40-54	39%	18%	17%	19%	15%	12%	10%	7%	4%
55 +	29%	14%	14%	11%	12%	11%	7%	7%	3%
<b>Education (End of)</b>									
15-	33%	10%	12%	9%	9%	13%	7%	5%	2%
16-19	36%	15%	16%	16%	14%	12%	10%	6%	4%
20+	37%	19%	18%	19%	14%	10%	10%	8%	4%
Still studying	44%	19%	16%	17%	10%	12%	10%	6%	4%

Finally, respondents who thought the quality of air transport has deteriorated were more likely to say security was one of the main problems (19%), compared to 11% of those who thought quality has improved.

**QA10 Which of the following do you think are the most serious problems affecting air transport in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)**

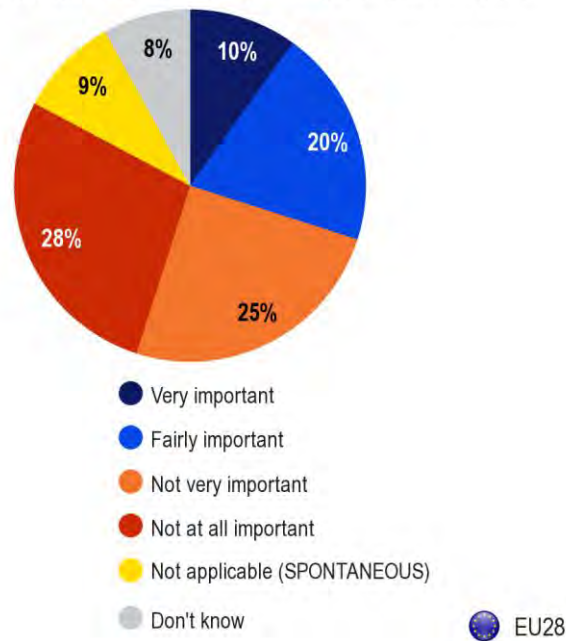
	Ticket prices	Air pollution	Availability of public transport to or from your closest airport	Lack of destinations from your closest airport	Noise pollution	Security	Lack of airports	Accessibility of facilities at airports (parking, lifts, toilets etc.)	Airport services (shops, restaurants, lounges)
EU28	37%	16%	16%	16%	13%	12%	9%	6%	3%
<b>Quality of air transport has...</b>									
Improved	45%	18%	22%	21%	15%	11%	12%	9%	4%
Deteriorated	45%	18%	21%	22%	16%	19%	11%	10%	6%
Stayed the same	38%	19%	15%	15%	15%	14%	10%	7%	4%

### 5.3. PERCEPTION OF THE IMPORTANCE OF THE RESTRICTION ON LIQUIDS IN HAND-LUGGAGE

#### - The majority said it wasn't important to be able to bring more liquids than the current ban allows through security and onto the plane -

Three in ten respondents said it was important to be able to bring more liquids through security than the current ban allows (30%), although just 10% said this was 'very important'<sup>15</sup>. The majority, however, said this was not important to them (53%), with 28% saying it wasn't important at all.

QA11. After a decade of the ban on liquids, how important would it be for you to be able to bring liquids above the current limit through the security checkpoints at airports, in order to bring them with you on board the plane?

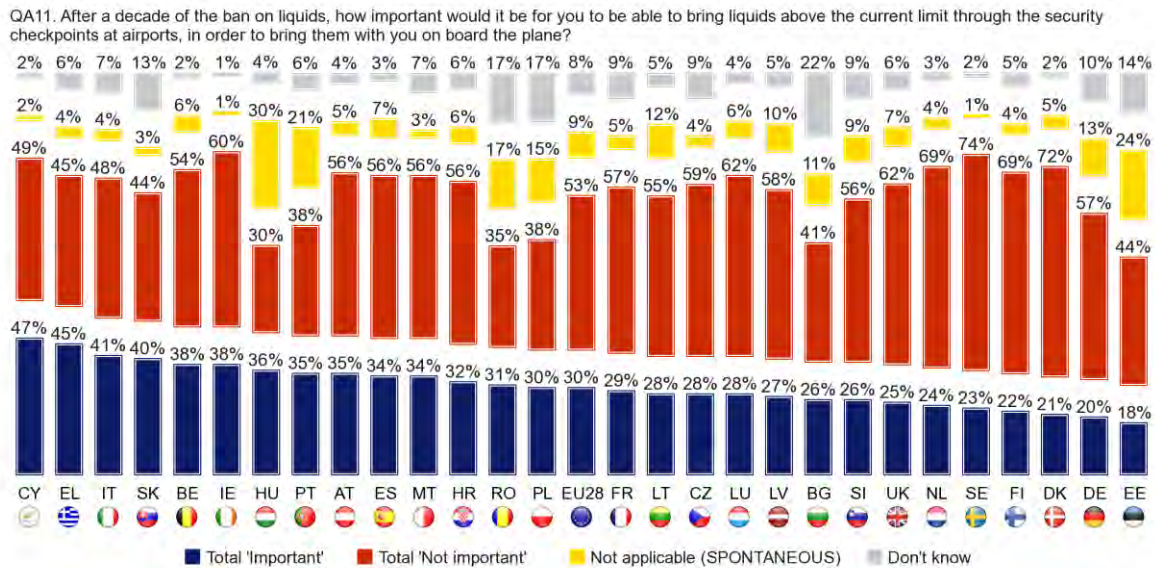


<sup>15</sup> Q11 How important would it be for you to be able to bring liquids above the current limit through the security checkpoints at airports in order to bring them with you aboard the plane? (READ OUT – ONE ANSWER ONLY) Very important; Fairly important; Not very important; Not important at all; Not applicable (SPONTANEOUS); DK



Only a minority of respondents in any Member State said it was important to them to be able to bring liquids above the current limit through security and onto the plane. Respondents in Cyprus (47%), Greece (45%) and Italy (41%) were the most likely to say this was important to them. Respondents in Cyprus (20%), Greece and Austria (both 19%) were the most likely to say this was ‘very important’.

At the other end of the scale 20% of those in Germany and 18% in Estonia said it was important to them to be able to bring liquids above the current limit through security and onto the plane.



Respondents who had taken a journey by plane of at least 300 km within the EU in the last 12 months were more likely than those who had not, to say it was important to them to be able to bring liquids above the current limit through security and onto the plane (41% vs. 30%).

**QA11 After a decade of the ban on liquids, how important would it be for you to be able to bring liquids above the current limit through the security checkpoints at airports, in order to bring them with you on board the plane?**



	Total 'Important'	Total 'Not important'	Not applicable (SPONTANEOUS)	Don't know
EU28	30%	53%	9%	8%
<b>Took the plane for a journey of 300km or more</b>				
Yes	41%	57%	1%	1%
No	30%	57%	6%	7%



Socio-demographic analysis revealed few differences:

- Those aged 55+ were less likely than younger respondents to say it was important to be able to bring liquids through security and onto the plane (24% vs. 30%-34%);
- The longer a respondent remained in education, the more likely they were to say it was important to be able to bring liquids through security (24% vs. 28% and 32%).

**QA11 After a decade of the ban on liquids, how important would it be for you to be able to bring liquids above the current limit through the security checkpoints at airports, in order to bring them with you on board the plane?**

	Total 'Important'	Total 'Not important'	Not applicable (SPONTANEOUS)	Don't know
EU28	30%	53%	9%	8%
 <b>Age</b>				
15-24	34%	53%	6%	7%
25-39	34%	54%	5%	7%
40-54	30%	57%	7%	6%
55 +	24%	52%	13%	11%
 <b>Education (End of)</b>				
15-	24%	49%	15%	12%
16-19	28%	55%	9%	8%
20+	32%	57%	5%	6%
Still studying	36%	52%	6%	6%

## 6. RAIL TRANSPORT

### 6.1. PERCEPTIONS OF THE QUALITY OF RAIL TRANSPORT

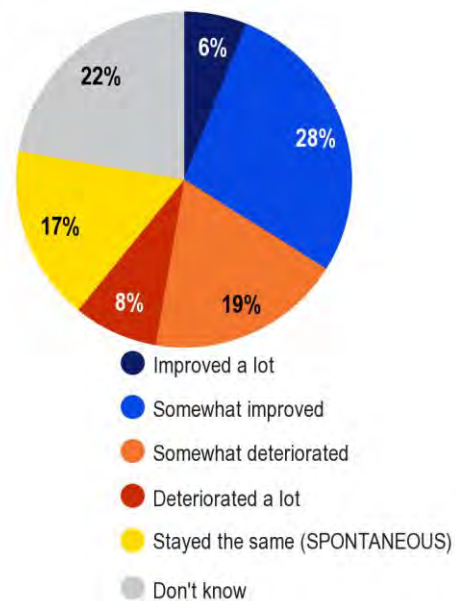
#### - More than one-third said rail transport had improved -

Respondents were slightly more positive about the quality of rail transport in the last five years, with 34% saying it had improved and 27% saying it had deteriorated. Almost one in five said the quality had remained the same (17%).

However, 22% of respondents were not able to express an opinion about whether the quality of rail transport had improved, deteriorated or stayed the same in the last five years.

QA8.2. In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

Rail transport



Base: all respondents except MT and CY (N=26,865)

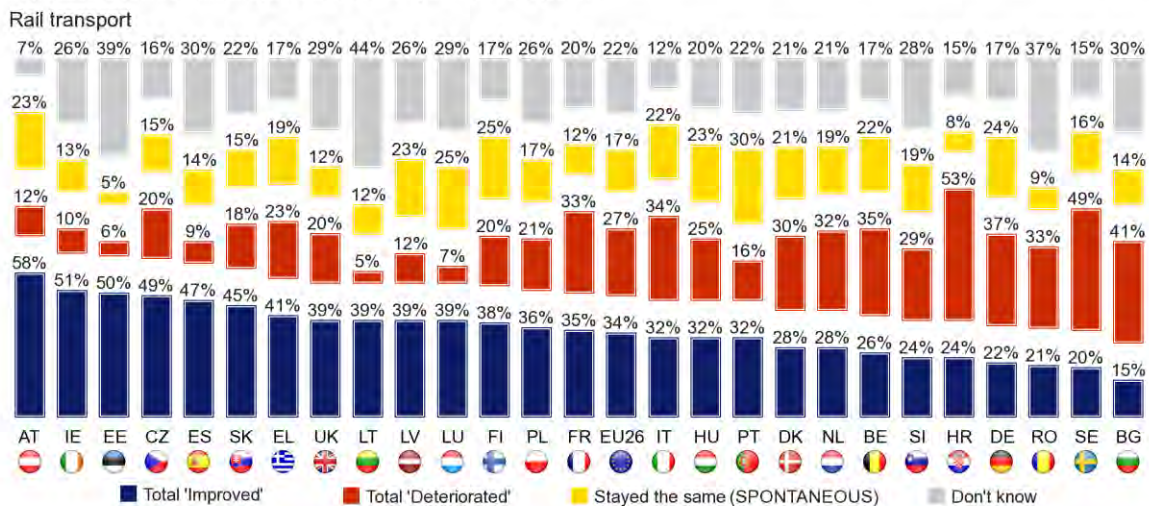
Results across the EU illustrated a wide variation between Member States. Austria (58%), Ireland (51%) and Estonia (50%) were the only countries where at least half said rail transport in their country had improved. Moreover, at least one in five respondents in **Estonia (22%) and Ireland (20%)** said it had ‘improved a lot’. As discussed in previous sections, respondents in Ireland were also the most likely to say air and road transport had improved a lot.

In contrast just 15% of those in Bulgaria and 20% in Sweden said rail transport had improved. In fact respondents in Sweden were the most likely to say rail transport had ‘deteriorated a lot’ (22%), followed by those in Croatia (21%) and Bulgaria (18%).

Respondents in Portugal were most likely to say rail transport stayed the same (30%).

At least one third of respondents in Lithuania (44%), Estonia (39%) and Romania (37%) were unable to answer.

QA8.2. In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?



Base: all respondents except MT and CY (N=26,865)

Respondents who used the train most often for daily transport were more likely than those using other modes to say rail transport had improved (50% vs. 29%-40%). Finally, amongst respondents who had made a journey of at least 300 km in the last 12 months, those who took the train were more likely than those who used other modes to say rail transport had improved in the last five years (51% vs. 35%-41%).

**QA8.2 In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?**

**Rail transport**

	Total 'Improved'	Total 'Deteriorated'	Stayed the same (SPONTANEOUS)	Don't know
TOTAL	34%	27%	17%	22%
<b>Most often used mode of transport</b>				
Car	32%	30%	17%	21%
Motorbike	38%	25%	21%	16%
Train	50%	30%	15%	5%
Boat	54%	46%	-	-
Public transport	40%	23%	16%	21%
Bicycle	31%	30%	22%	17%
Walking	29%	24%	17%	30%
Car or motorbike	32%	29%	18%	21%
Train or urban public transport	40%	24%	16%	20%
Bicycle or walking	30%	26%	19%	25%
<b>Mode of transport used for a journey of 300km or more</b>				
Car	35%	30%	16%	19%
Motorbike	36%	39%	16%	9%
Plane	37%	26%	19%	18%
Train	51%	26%	18%	5%
Boat	41%	26%	18%	15%
Coach	37%	27%	17%	19%

The socio-demographic analysis illustrated that:

- Those aged 55+ were the least likely to say rail transport had improved (30% vs. 35%-38%);
- Respondents living in large towns were more likely than those in smaller towns or villages to say rail transport had improved (38% vs. 31%-33%).

**QA8.2 In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?**

**Rail transport**

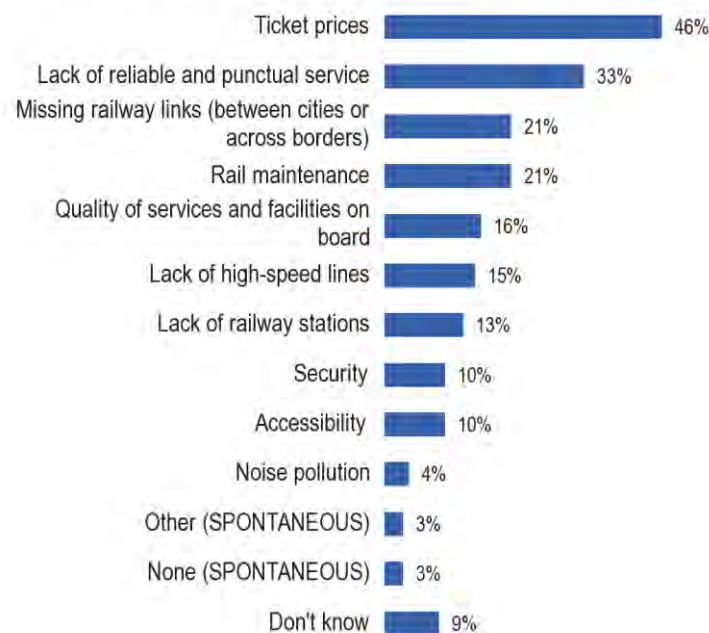
	Total 'Improved'	Total 'Deteriorated'	Stayed the same (SPONTANEOUS)	Don't know
TOTAL	34%	27%	17%	22%
<b>Age</b>				
15-24	38%	24%	21%	17%
25-39	35%	29%	18%	18%
40-54	35%	28%	17%	20%
55 +	30%	27%	16%	27%
<b>Subjective urbanisation</b>				
Rural village	31%	26%	17%	26%
Small/ mid size town	33%	30%	17%	20%
Large town	38%	24%	19%	19%

## 6.2. THE MOST SERIOUS PROBLEMS AFFECTING RAIL TRANSPORT

### - As was the case for air transport, ticket prices were considered the most serious problem for rail transport -

Almost half of all respondents said ticket prices were the most serious problem for rail transport in their country (46%) – considerably higher than the proportion who mentioned the lack of reliable or punctual services (33%)<sup>16</sup>. Missing links and rail maintenance were considered serious problems by at least one in five (21%). On the other hand, accessibility and security (both 10%) and noise pollution (4%) were far less likely to be considered serious problems for rail transport.

QA9. Which of the following do you think are the most serious problems affecting rail transport in (OUR COUNTRY)? (MAX. 3 ANSWERS)



Base: all respondents except MT and CY (N=26,865)

<sup>16</sup> Q9. Which of the following do you think are the most serious problems affecting rail transport in (OUR COUNTRY)? (READ OUT - ROTATE - MAX 3 ANSWERS POSSIBLE) Noise pollution; Lack of high-speed lines; Lack of reliable and punctual service; Safety; Lack of rail stations; Missing railway links (between cities or across borders); Quality of services and facilities on board; Ticket prices; Accessibility; Rail maintenance; Others (SPONTANEOUS); None (SPONTANEOUS); DK. NB Not asked in CY or MT.

In 13 Member States, **ticket prices** was mentioned as the most serious problem affecting rail transport, and this was the case for at least half the respondents in Denmark (61%), the UK (57%), France (58%), Germany (56%), and the Netherlands (55%). In strong contrast, just 12% of respondents in Slovenia and Estonia mentioned ticket prices.

Belgium (56%) and Italy (49%) were the only Member States where the **lack of a reliable and punctual service** was the most mentioned problem. Moreover, although not the most mentioned, the lack of a reliable and punctual service was also widely mentioned in Sweden (64%) and in Germany (54%) as the most serious problem affecting rail transport in the country. On the other hand, only a few respondents in Estonia (4%) and Lithuania (3%) said the same.

There was less variation across Member States in the proportions who mentioned **missing railway links**. Respondents in Slovakia (36%), Greece (32%) and Poland (31%) were the most likely to mention this, compared to 10% in the UK and 15% in Romania. Missing railway links were the most mentioned problem by respondents in Slovakia, Luxembourg (23%), Lithuania and Estonia (both 22%).

**Rail maintenance** was the most mentioned problem by respondents in Sweden (66%), Croatia (46%), Slovenia (44%), Romania (38%) and Bulgaria (36%), but was the least mentioned by those in Luxembourg (4%).

Respondents in the Czech Republic (34%), Italy (29%) and Hungary (27%) were the most likely across the EU to have said that the **quality of services and facilities on board** was the most serious problem for rail transport.

Those in Greece (36%) and Latvia (30%) were most likely to mention a **lack of high-speed lines**, although this was also widely mentioned by respondents in Slovenia (37%) and Croatia (30%).



























More than one in five respondents in Finland (27%), Ireland (24%), Portugal (23%) and Greece (22%) mentioned the **lack of railway stations** as a serious problem, while respondents in Bulgaria were much more likely than those in other Member States to mention **security** (32%). Respondents in Bulgaria were also the most likely to mention security as an issue for road and air transport.

**Accessibility** was most likely to be mentioned as a serious problem by respondents in Portugal and Slovenia (19%).

Respondents in Austria were the most likely across the EU to mention **noise pollution** (15%). Respondents in Austria were also the most likely to mention noise pollution as problems for road and air transport.



QA9 Which of the following do you think are the most serious problems affecting rail transport in (OUR COUNTRY)?  
(MAX. 3 ANSWERS)

	Ticket prices	Lack of reliable and punctual service	Missing railway links (between cities or across borders)	Rail maintenance	Quality of services and facilities on board	Lack of high-speed lines	Lack of railway stations	Security	Accessibility	Noise pollution
EU26	46%	33%	21%	21%	16%	15%	13%	10%	10%	4%
 BE	36%	<b>56%</b>	18%	9%	13%	7%	19%	13%	12%	4%
 BG	14%	20%	18%	<b>36%</b>	23%	24%	13%	<b>32%</b>	7%	3%
 CZ	<b>41%</b>	26%	26%	24%	<b>34%</b>	19%	10%	7%	17%	5%
 DK	<b>61%</b>	49%	16%	12%	16%	17%	10%	<b>3%</b>	6%	4%
 DE	<b>56%</b>	54%	26%	19%	22%	7%	12%	5%	7%	5%
 EE	<b>12%</b>	4%	22%	6%	8%	10%	14%	<b>3%</b>	7%	3%
 IE	<b>49%</b>	12%	16%	8%	10%	13%	24%	7%	18%	3%
 EL	28%	16%	32%	27%	18%	<b>36%</b>	22%	7%	14%	3%
 ES	<b>47%</b>	12%	16%	13%	<b>5%</b>	12%	12%	6%	9%	3%
 FR	<b>58%</b>	36%	22%	22%	6%	13%	12%	13%	11%	4%
 HR	23%	21%	25%	<b>46%</b>	22%	30%	17%	22%	6%	4%
 IT	38%	<b>49%</b>	21%	17%	29%	20%	12%	18%	11%	4%
 LV	24%	5%	18%	14%	14%	<b>30%</b>	13%	4%	18%	7%
 LT	19%	<b>3%</b>	22%	6%	<b>5%</b>	19%	15%	6%	16%	11%
 LU	14%	19%	23%	<b>4%</b>	6%	18%	15%	10%	14%	2%
 HU	<b>35%</b>	26%	19%	33%	27%	19%	15%	9%	13%	5%
 NL	<b>55%</b>	41%	19%	33%	17%	8%	6%	6%	15%	4%
 AT	<b>45%</b>	26%	30%	12%	16%	14%	19%	8%	11%	<b>15%</b>
 PL	<b>32%</b>	24%	31%	20%	9%	23%	15%	11%	8%	5%
 PT	<b>28%</b>	17%	25%	9%	12%	12%	23%	10%	<b>19%</b>	3%
 RO	34%	18%	15%	<b>38%</b>	22%	28%	13%	14%	5%	3%
 SI	<b>12%</b>	9%	30%	<b>44%</b>	20%	<b>37%</b>	12%	5%	<b>19%</b>	6%
 SK	25%	17%	<b>36%</b>	22%	24%	25%	14%	8%	14%	5%
 FI	<b>41%</b>	16%	27%	29%	5%	15%	<b>27%</b>	5%	2%	3%
 SE	39%	<b>64%</b>	19%	<b>66%</b>	6%	15%	5%	6%	14%	1%
 UK	<b>57%</b>	23%	10%	17%	13%	7%	8%	5%	6%	3%

Highest percentage per country	Lowest percentage per country
Highest percentage per item	Lowest percentage per item

Base: all respondents except MT and CY (N=26,865)



Socio-demographic analysis revealed the following notable differences:

- Those aged 55+ were the least likely to mention ticket prices (40% vs. 48%-50%) and a lack of high-speed lines as problems (11% vs. 16%-18%);
- The longer a respondent remained in education, the more likely they were to mention a lack of punctual and reliable service, missing railway links, rail maintenance and a lack of high-speed lines. Those with the lowest education levels were also the least likely to mention ticket prices (39% vs. 47%-48%);
- Managers were more likely than other occupation groups to mention ticket prices (53% vs. 39%-49%) or a lack of punctual and reliable services (43% vs. 26%-36%);
- Respondents living in large towns were less likely than those living in smaller towns or villages to say missing railway links were one of the most serious problems (17% vs. 22%-23%).

**QA9 Which of the following do you think are the most serious problems affecting rail transport in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)**

	Ticket prices	Lack of reliable and punctual service	Missing railway links (between cities or across borders)	Rail maintenance	Quality of services and facilities on board	Lack of high-speed lines	Lack of railway stations	Security	Accessibility	Noise pollution
<b>TOTAL</b>	46%	33%	21%	21%	16%	15%	13%	10%	10%	4%
<b>Age</b>										
15-24	50%	35%	20%	20%	14%	18%	14%	9%	8%	6%
25-39	49%	35%	21%	21%	17%	17%	13%	10%	9%	4%
40-54	48%	35%	24%	22%	17%	16%	12%	9%	9%	4%
55 +	40%	31%	20%	20%	15%	11%	13%	10%	10%	3%
<b>Education (End of)</b>										
15-	39%	28%	16%	16%	13%	9%	13%	11%	10%	4%
16-19	47%	33%	22%	21%	17%	14%	14%	10%	9%	4%
20+	48%	37%	24%	24%	16%	17%	11%	9%	11%	4%
Still studying	50%	37%	19%	20%	15%	19%	12%	7%	8%	5%
<b>Socio-professional category</b>										
Self-employed	42%	35%	24%	23%	21%	18%	14%	10%	11%	4%
Managers	53%	43%	27%	23%	17%	20%	10%	7%	9%	3%
Other white collars	46%	36%	25%	23%	19%	19%	11%	10%	10%	4%
Manual workers	49%	33%	20%	22%	15%	14%	13%	11%	8%	4%
House persons	42%	31%	20%	16%	16%	12%	13%	12%	9%	5%
Unemployed	49%	26%	18%	20%	13%	15%	14%	13%	11%	6%
Retired	39%	30%	19%	19%	14%	9%	13%	9%	10%	4%
Students	50%	37%	19%	20%	15%	19%	12%	7%	8%	5%
<b>Subjective urbanisation</b>										
Rural village	44%	30%	22%	20%	13%	13%	15%	9%	10%	4%
Small/ mid size town	45%	35%	23%	20%	16%	15%	12%	10%	10%	4%
Large town	49%	34%	17%	23%	18%	16%	10%	10%	8%	4%

## 7. SEA AND RIVER TRANSPORT

### 7.1. PERCEPTIONS OF THE QUALITY OF SEA OR RIVER TRANSPORT

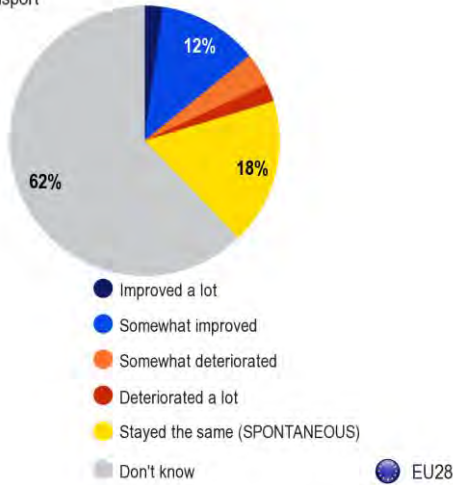
**- Almost one in five said quality of sea or river transport had remained the same over the last five years -**

Almost one in five respondents said the quality of sea or river transport in their country had stayed the same over the last five years (18%), while 14% said it had improved, and just 6% said it had deteriorated.

However, it is important to note that the majority (62%) were unable to answer.

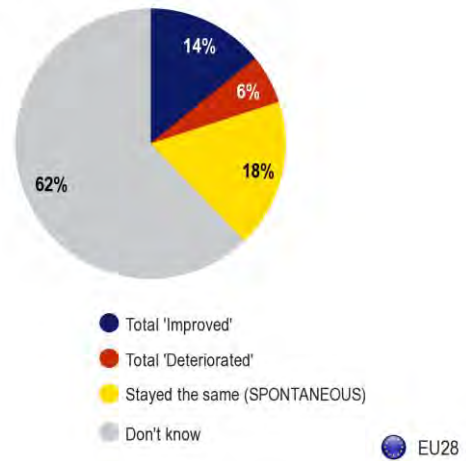
QA8.4. In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

Sea or river transport



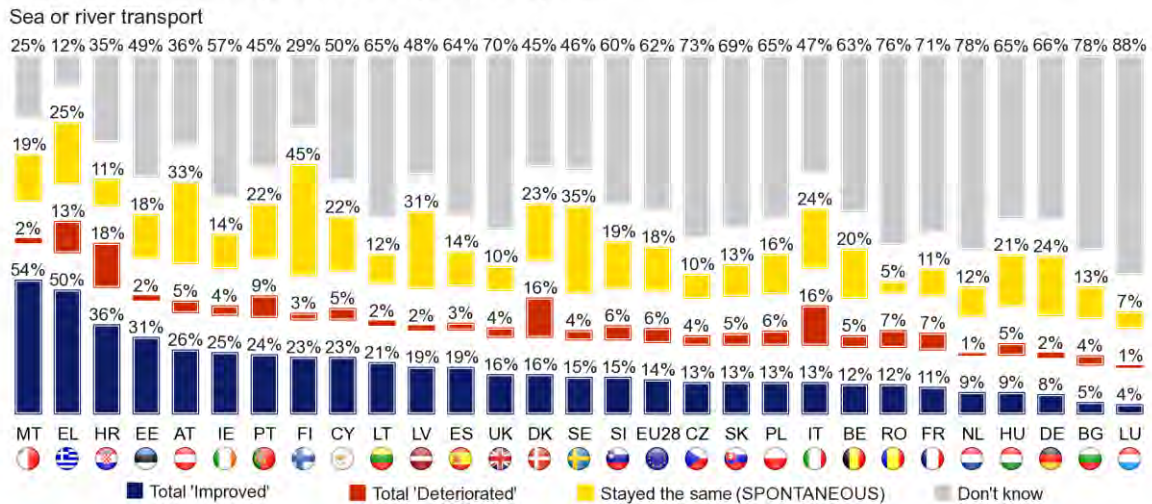
QA8.4. In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

Sea or river transport



Malta and Greece were the only Member States where at least half of respondents said that sea or river transport had improved in the last five years (54% and 50% respectively). In fact, at least one in five respondents in Malta said it had ‘improved a lot’ during this time (21%). This is in contrast to just 5% of those in Bulgaria and 4% in Luxembourg who said sea or river transport had improved. However, again, it is important to note that in both these countries more than three-quarters were unable to answer. In fact, in 18 Member States at least half of all respondents said they did not know whether the quality of sea or river transport had improved or deteriorated.

QA8.4. In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?



The analysis by most often used mode of transport revealed that respondents who had taken a journey of at least 300 km by boat in the last 12 months were more likely than those who used other modes to say the quality of sea or river transport had improved (48% vs. 15%-20%).

QA8.4 In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

Sea or river transport

	Total 'Improved'	Total 'Deteriorated'	Stayed the same (SPONTANEOUS)	Don't know
EU28	14%	6%	18%	62%
<b>Mode of transport used for a journey of 300km or more</b>				
Car	15%	5%	18%	62%
Motorbike	20%	27%	17%	36%
Plane	18%	6%	20%	56%
Train	15%	4%	17%	64%
Boat	48%	6%	32%	14%
Coach	19%	4%	15%	62%

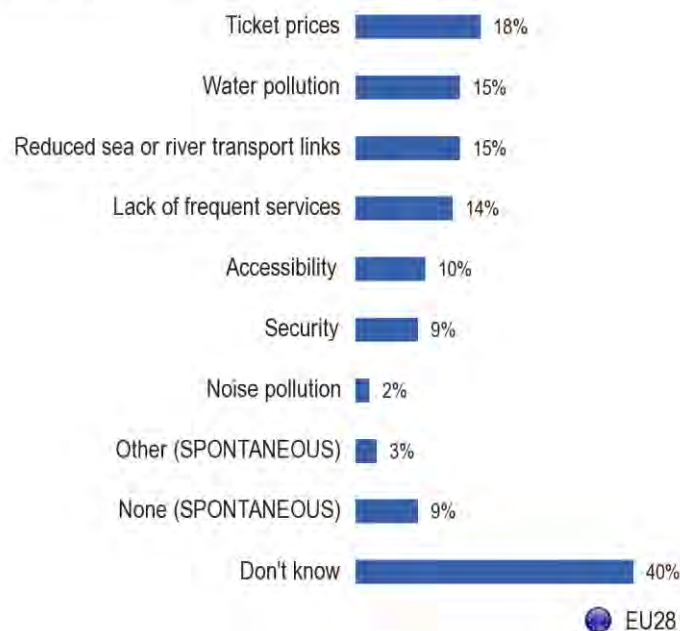
## 7.2. THE MOST SERIOUS PROBLEMS AFFECTING SEA OR RIVER TRANSPORT

### - Once again ticket prices were considered the most serious problem, but by far fewer than was the case for other transport modes -

Unlike air, road and rail transport, there was relatively little variation in the proportions who think each of these issues were serious problems for sea or river transport<sup>17</sup>. Fewer than one in five mentioned ticket prices (18%) – compared to 37% for air and 46% for rail transport. Water pollution or reduced links were the next most frequently mentioned problems (both 15%).

Respondents were most likely to be unable to say what the most serious problems were (40%).

QA12. Which of the following do you think are the most serious problems affecting sea or river transport in (OUR COUNTRY)? (MAX. 3 ANSWERS)



<sup>17</sup> Q12 Which of the following, what do you think are the most serious problems affecting maritime sea or river transport in (OUR COUNTRY)? (READ OUT – ROTATE - MAX 3 ANSWERS POSSIBLE) Noise pollution; Water pollution; Safety; Reduced sea or river transport links; Ticket prices; Lack of frequent services; Accessibility; Others (SPONTANEOUS); None (SPONTANEOUS); DK

In nine Member States, **ticket prices** was the most mentioned answer given by respondents when asked about the most serious problems affecting sea or river transport in their country: Greece, Cyprus, Croatia, Italy, Denmark, Malta, Spain, Estonia and Ireland. Greece was the only country where at least half said this (54%), followed by 41% in Cyprus and 39% in Croatia.

In another nine Member states **water pollution** was the most mentioned problem, particularly by those in Finland (36%), Sweden (27%) and Belgium (21%). Water pollution was also mentioned by 23% of those in Austria, although this was not the most mentioned problem in Austria.

Respondents in Austria were the most likely to mention **reduced sea or river transport links** (34%) as the most serious problem, and this was the most mentioned problem for respondents in Austria as for those in four other Member States: Slovakia (24%), Hungary (21%), Portugal (18%) and Poland (17%). Nevertheless, respondents in Greece (40%) were the most likely across the EU to mention reduced links as the most serious problem of sea or river transport

**Lack of frequent services** was the most mentioned problem in Ireland (16%) and the UK (11%), although it has been significantly more widely mentioned by respondents in Greece (33%).






























Those in the Czech Republic (27%), Slovenia (23%), Latvia (20%) and Lithuania (18%) were most likely to mention **accessibility**, and this was also mentioned by 20% of those in Slovakia.

Respondents in Italy were the most likely across the EU to mention **security** as a serious problem for sea and river transport (22%).

Respondents in Austria were the most likely to mention **noise pollution** (6%), as they were in the case of the other modes of transport discussed in previous sections.

Across the EU it was respondents in Luxembourg who were the least likely to mention almost all of these problems, with the exceptions of accessibility (Finland 1%).

QA12 Which of the following do you think are the most serious problems affecting sea or river transport in (OUR COUNTRY)? (MAX. 3 ANSWERS)

		Ticket prices	Water pollution	Reduced sea or river transport links	Lack of frequent services	Accessibility	Security	Noise pollution	Other (SPONTANEOUS)	None (SPONTANEOUS)	Don't know
	EU28	18%	15%	15%	14%	10%	9%	2%	3%	9%	40%
	BE	11%	21%	17%	12%	19%	11%	2%	2%	9%	33%
	BG	14%	18%	13%	9%	14%	17%	1%	1%	2%	48%
	CZ	15%	13%	23%	12%	27%	9%	2%	3%	4%	35%
	DK	28%	13%	20%	20%	5%	4%	3%	8%	16%	20%
	DE	13%	18%	14%	12%	4%	4%	2%	2%	13%	48%
	EE	17%	11%	11%	9%	6%	5%	1%	3%	19%	38%
	IE	16%	11%	10%	16%	13%	14%	1%	4%	14%	32%
	EL	54%	20%	40%	33%	19%	14%	2%	4%	5%	5%
	ES	18%	9%	11%	8%	8%	8%	1%	3%	9%	49%
	FR	18%	19%	16%	12%	13%	7%	2%	6%	5%	39%
	HR	39%	13%	28%	27%	14%	13%	5%	3%	4%	19%
	IT	32%	16%	19%	22%	15%	22%	3%	2%	4%	24%
	CY	41%	14%	30%	26%	8%	12%	2%	6%	7%	20%
	LV	15%	12%	9%	15%	20%	12%	1%	4%	9%	30%
	LT	15%	14%	8%	10%	18%	11%	3%	4%	15%	34%
	LU	4%	5%	5%	4%	4%	2%	0%	5%	32%	47%
	HU	18%	14%	21%	11%	18%	9%	3%	3%	13%	31%
	MT	20%	16%	6%	16%	13%	11%	3%	5%	21%	15%
	NL	10%	19%	8%	16%	12%	7%	1%	6%	13%	35%
	AT	24%	23%	34%	30%	9%	9%	6%	3%	10%	18%
	PL	16%	11%	17%	15%	4%	9%	4%	3%	8%	42%
	PT	16%	9%	18%	12%	13%	11%	3%	2%	13%	38%
	RO	12%	14%	12%	11%	5%	10%	3%	3%	5%	54%
	SI	9%	16%	10%	14%	23%	6%	3%	12%	7%	35%
	SK	9%	12%	24%	8%	20%	6%	2%	7%	5%	38%
	FI	11%	36%	16%	11%	1%	10%	3%	8%	16%	17%
	SE	10%	27%	13%	17%	19%	9%	5%	6%	13%	24%
	UK	10%	9%	6%	11%	8%	6%	1%	2%	7%	56%

**Highest percentage per country***Lowest percentage per country*

Highest percentage per item

Lowest percentage per item



Once again there were no standard socio-demographic differences worth noting.

However, respondents who thought the quality of maritime transport had deteriorated in the past five years more likely to mention ticket prices (40% vs. 24%-29%) and security (25% vs. 11%-14%) as the most serious problems affecting sea and river transport, compared to those who thought quality had remained the same or had improved.

**QA12 Which of the following do you think are the most serious problems affecting sea or river transport in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)**

	Ticket prices	Water pollution	Reduced sea or river transport links	Lack of frequent services	Accessibility	Security	Noise pollution	Other (SPONTANEOUS)	None (SPONTANEOUS)	Don't know
EU28	18%	15%	15%	14%	10%	9%	2%	3%	9%	40%
<b>Quality of maritime transport</b>										
Improved	29%	21%	24%	23%	18%	14%	5%	4%	9%	12%
Deteriorated	40%	20%	26%	27%	17%	25%	6%	3%	2%	9%
Stayed the same	24%	21%	22%	22%	12%	11%	2%	4%	15%	17%

## 8. SUGGESTIONS FOR MAKING THE TRANSPORT SECTOR MORE ATTRACTIVE TO JOB SEEKERS

### - Higher wages and better working conditions would make transport jobs more attractive to job seekers -

When asked what would make transport sector jobs more attractive, respondents were most likely to mention higher wages (41%) or better working conditions (37%), although around one in five mentioned most of the other suggested strategies<sup>18</sup>.

A small proportion (2%) said nothing could be done to make the sector more attractive for job seekers.

QA16. Although the transport sector offers jobs in Europe for people with different qualifications such as engineers, drivers or pilots, construction workers, commercial profiles, etc. it remains unattractive for many people. In your opinion, what needs to be done to make transport a more attractive sector for job seekers? (MAX. 2 ANSWERS)



Respondents living in NMS13 countries were more likely than their EU15 counterparts to say that higher wages (61% vs. 35%) would make the transport sector more attractive. Those in EU15 countries, on the other hand, were more likely than those in NMS13 countries to mention information campaigns (22% vs. 11%), better career prospects (21% vs. 14%), or more training and qualifications (19% vs. 12%).

<sup>18</sup> Q16 Although the transport sector offers jobs in Europe for people with different qualifications such as engineers, drivers or pilots, construction workers, commercial profiles etc. it remains unattractive for many people. In your opinion, what needs to be done to make transport a more attractive sector for job seekers? (READ OUT – ROTATE – MAX 2 ANSWERS) Better working conditions; Higher salaries; Information campaigns to inform the public about possibilities; Increased security in the workplace; Better career prospects; More training and qualifications; Other (SPONTANEOUS); DK
































At least half of all respondents in 14 Member States said that **higher wages** would make the transport sector more attractive. This was particularly the case amongst respondents in Slovakia (72%), Bulgaria (70%) and Lithuania (69%). Luxembourg was the only country where fewer than one quarter mentioned higher wages (24%).

At least one quarter of respondents in all but one Member State (Ireland: 24%) said **better working conditions** would make the transport sector more attractive to job seekers, although Sweden was the only country where the majority said this (51%). Better working conditions were widely mentioned by those in Slovakia, Croatia (both 47%), Austria and Finland (both 46%).

Those in Italy were the most likely to mention **information campaigns**, and this was also the most mentioned solution by these respondents (32%). Information campaigns were also mentioned by 28% in France, and 25% in the Netherlands, but only 7% in Lithuania and Slovenia. Respondents in Italy were also the most likely to mention **increased workplace security** (28%), followed by those in Greece and Sweden (both 27%).

Respondents in Ireland were the most likely across the EU to mention **better career prospects** (33%) and **more training and qualifications** (27%). In fact at least one in ten respondents in each Member State mentioned each of these options for making the transport sector more attractive.

QA16 Although the transport sector offers jobs in Europe for people with different qualifications such as engineers, drivers or pilots, construction workers, commercial profiles, etc. it remains unattractive for many people. In your opinion, what needs to be done to make transport a more attractive sector for job seekers? (MAX. 2 ANSWERS)

		Higher wages	Better working conditions	Information campaigns to inform the public about possibilities	Better career prospects	More training and qualifications	Increased security in the workplace	Other (SPONTANEOUS)	Nothing can be done to make transport a more attractive sector (SPONTANEOUS)	Don't know
	EU28	41%	37%	20%	20%	18%	17%	2%	2%	9%
	BE	37%	<b>41%</b>	18%	27%	20%	16%	3%	1%	4%
	BG	<b>70%</b>	36%	13%	<b>11%</b>	15%	23%	0%	2%	5%
	CZ	<b>62%</b>	44%	13%	16%	14%	15%	1%	1%	4%
	DK	27%	<b>44%</b>	22%	17%	25%	18%	3%	2%	10%
	DE	34%	<b>42%</b>	19%	17%	18%	18%	1%	5%	13%
	EE	<b>67%</b>	40%	9%	12%	10%	11%	1%	3%	11%
	IE	<b>40%</b>	<b>24%</b>	24%	<b>33%</b>	<b>27%</b>	10%	1%	1%	8%
	EL	54%	40%	13%	22%	20%	27%	3%	1%	5%
	ES	39%	<b>42%</b>	24%	14%	14%	20%	2%	2%	5%
	FR	36%	37%	28%	28%	16%	11%	3%	1%	8%
	HR	<b>59%</b>	47%	12%	14%	20%	14%	1%	0%	5%
	IT	30%	28%	<b>32%</b>	18%	24%	<b>28%</b>	1%	1%	7%
	CY	<b>57%</b>	36%	18%	21%	15%	17%	0%	3%	8%
	LV	<b>64%</b>	41%	8%	15%	19%	15%	2%	1%	5%
	LT	<b>69%</b>	43%	<b>7%</b>	14%	15%	16%	1%	1%	4%
	LU	<b>24%</b>	35%	24%	25%	17%	18%	6%	3%	7%
	HU	<b>64%</b>	35%	12%	18%	13%	18%	1%	6%	4%
	MT	<b>49%</b>	39%	16%	19%	24%	16%	1%	0%	4%
	NL	35%	<b>41%</b>	25%	26%	16%	15%	5%	1%	7%
	AT	<b>50%</b>	46%	12%	17%	19%	21%	1%	5%	3%
	PL	<b>58%</b>	41%	10%	14%	<b>6%</b>	12%	1%	5%	12%
	PT	<b>40%</b>	34%	19%	29%	19%	17%	1%	2%	7%
	RO	<b>60%</b>	37%	<b>11%</b>	12%	15%	21%	2%	1%	8%
	SI	<b>50%</b>	43%	<b>7%</b>	19%	13%	13%	6%	2%	9%
	SK	<b>72%</b>	47%	9%	15%	11%	12%	1%	1%	4%
	FI	44%	<b>46%</b>	19%	16%	16%	21%	4%	1%	5%
	SE	28%	<b>51%</b>	22%	18%	19%	27%	3%	1%	5%
	UK	<b>35%</b>	25%	14%	27%	24%	<b>9%</b>	2%	1%	17%

**Highest percentage per country**



*Lowest percentage per country*

Highest percentage per item

Lowest percentage per item

There were only a couple of differences in the socio-demographic analysis worth noting. The younger the respondent, the more likely they were to say that better career prospects would make the transport sector more attractive: 26% of 15-24 year olds said this, compared to 16% of those aged 55+. Those with the lowest education levels, on the other hand, were the least likely to mention better career prospects (13% vs. 20%-22%). In addition, the longer a respondent remained in education, the more likely they were to mention information campaigns: 16% of those with the lowest education levels mentioned these, compared to 23% of those who completed their education aged 20+.

**QA16 Although the transport sector offers jobs in Europe for people with different qualifications such as engineers, drivers or pilots, construction workers, commercial profiles, etc. it remains unattractive for many people. In your opinion, what needs to be done to make transport a more attractive sector for job seekers? (ROTATE – MAX. 2 ANSWERS)**

	Higher wages	Better working conditions	Information campaigns to inform the public about possibilities	Better career prospects	More training and qualifications	Increased security in the workplace	Other (SPONTANEOUS)	Nothing can be done to make transport a more attractive sector (SPONTANEOUS)	Don't know
EU28	41%	37%	20%	20%	18%	17%	2%	2%	9%
 <b>Age</b>									
15-24	41%	33%	20%	26%	17%	15%	1%	2%	9%
25-39	42%	37%	23%	21%	19%	16%	2%	2%	7%
40-54	43%	39%	21%	20%	18%	17%	2%	2%	7%
55 +	39%	37%	17%	16%	17%	18%	2%	3%	12%
 <b>Education (End of)</b>									
15-	38%	36%	16%	13%	18%	20%	2%	3%	13%
16-19	43%	38%	19%	20%	18%	17%	1%	3%	8%
20+	40%	38%	23%	22%	17%	16%	2%	2%	8%
Still studying	41%	33%	22%	26%	17%	15%	2%	2%	9%

## CONCLUSIONS

This survey highlighted the dominance of the car as the preferred mode of transport for both daily and longer trips, particularly for those living in central areas of the EU. Those in Eastern Member States were the most likely to use urban public transport or to walk as a daily travel option, although the car was still the dominant choice in these countries as well.

Opinion was divided about the quality of road transport, with almost equal proportions saying it had improved or deteriorated. Whatever the opinion on quality, most considered congestion and maintenance to be the most serious problems affecting roads. Improving road maintenance was cited as the top priority for improving road safety, although there was also widespread support for zero alcohol tolerance. One plan to combat congestion is to have vehicles connected online to allow for better traffic management and advice; however, this proposal does not have widespread support, with just over one in ten willing to have their vehicles connected unconditionally.

Most respondents felt the quality of air transport had improved or remained the same over the last five years, with air travellers more likely to think this way compared to those who had not taken a plane within the EU. The current ban on liquids over a certain **amount is not a major issue: just over half said it wasn't important to them to be able to** bring more liquids on board than is currently allowed. In fact, ticket prices were by far the most mentioned problem for air transport.

Ticket prices were also the most mentioned problem for rail transport, and a lack of reliable or punctual services was also widely mentioned. In spite of this most Europeans felt the quality of rail transport had improved or remained the same over the last five years.

Most respondents were unable to comment on the quality of sea or river transport, but those who gave an opinion generally thought the quality had stayed the same, or had improved. Once again ticket prices were considered to be the main problem for this form of transport, although reduced links, a lack of frequent services and water pollution were mentioned almost as often.

For both long journeys and daily travelling convenience and speed were generally more likely than price to be key reasons for choosing a particular mode of transport. Public transport was the only exception. Public transport users were more likely to consider price over speed, although convenience was still their primary reason for choosing public transport over other modes.

Encouraging vehicle users to choose public transport will need to address factors of convenience and speed. To convince people to switch to public transport also requires a frequent service with better coverage, and cheaper or more long-term tickets. It is also important that public transport be reliable.

## **ANNEXES**

## **TECHNICAL SPECIFICATIONS**

## SPECIAL EUROBAROMETER 422a

### Quality of transport

### TECHNICAL SPECIFICATIONS

Between the 11<sup>th</sup> and the 20<sup>th</sup> of October 2014, TNS opinion & social, a consortium created between TNS political & social, TNS UK and TNS opinion, carried out the wave 82.2 of the EUROBAROMETER survey, on request of the EUROPEAN COMMISSION, Directorate-General for Communication, "Strategy, Corporate Communication Actions and Eurobarometer" unit.

The Special Eurobarometer 422a is part of the wave 82.2 and covers the population of the respective nationalities of the European Union Member States, resident in each of the Member States and aged 15 years and over.

The basic sample design applied in all states is a multi-stage, random (probability) one. In each country, a number of sampling points was drawn with probability proportional to population size (for a total coverage of the country) and to population density.

In order to do so, the sampling points were drawn systematically from each of the "administrative regional units", after stratification by individual unit and type of area. They thus represent the whole territory of the countries surveyed according to the EUROSTAT NUTS II (or equivalent) and according to the distribution of the resident population of the respective nationalities in terms of metropolitan, urban and rural areas. In each of the selected sampling points, a starting address was drawn, at random. Further addresses (every Nth address) were selected by standard "random route" procedures, from the initial address. In each household, the respondent was drawn, at random (following the "closest birthday rule"). All interviews were conducted face-to-face in people's homes and in the appropriate national language. As far as the data capture is concerned, CAPI (*Computer Assisted Personal Interview*) was used in those countries where this technique was available.

For each country a comparison between the sample and the universe was carried out. The Universe description was derived from Eurostat population data or from national statistics offices. For all countries surveyed, a national weighting procedure, using marginal and intercellular weighting, was carried out based on this Universe description. In all countries, gender, age, region and size of locality were introduced in the iteration procedure. For international weighting (i.e. EU averages), TNS Opinion & Social applies the official population figures as provided by EUROSTAT or national statistic offices. The total population figures for input in this post-weighting procedure are listed below.



Readers are reminded that survey results are estimations, the accuracy of which, everything being equal, rests upon the sample size and upon the observed percentage. With samples of about 1,000 interviews, the real percentages vary within the following confidence limits:

<b>Statistical Margins due to the sampling process (at the 95% level of confidence)</b>											
<i>various sample sizes are in rows</i>						<i>various observed results are in columns</i>					
	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%	
	95%	90%	85%	80%	75%	70%	65%	60%	55%	50%	
<b>N=50</b>	6,0	8,3	9,9	11,1	12,0	12,7	13,2	13,6	13,8	13,9	<b>N=50</b>
<b>N=500</b>	1,9	2,6	3,1	3,5	3,8	4,0	4,2	4,3	4,4	4,4	<b>N=500</b>
<b>N=1000</b>	1,4	1,9	2,2	2,5	2,7	2,8	3,0	3,0	3,1	3,1	<b>N=1000</b>
<b>N=1500</b>	1,1	1,5	1,8	2,0	2,2	2,3	2,4	2,5	2,5	2,5	<b>N=1500</b>
<b>N=2000</b>	1,0	1,3	1,6	1,8	1,9	2,0	2,1	2,1	2,2	2,2	<b>N=2000</b>
<b>N=3000</b>	0,8	1,1	1,3	1,4	1,5	1,6	1,7	1,8	1,8	1,8	<b>N=3000</b>
<b>N=4000</b>	0,7	0,9	1,1	1,2	1,3	1,4	1,5	1,5	1,5	1,5	<b>N=4000</b>
<b>N=5000</b>	0,6	0,8	1,0	1,1	1,2	1,3	1,3	1,4	1,4	1,4	<b>N=5000</b>
<b>N=6000</b>	0,6	0,8	0,9	1,0	1,1	1,2	1,2	1,2	1,3	1,3	<b>N=6000</b>
<b>N=7000</b>	0,5	0,7	0,8	0,9	1,0	1,1	1,1	1,1	1,2	1,2	<b>N=7000</b>
<b>N=7500</b>	0,5	0,7	0,8	0,9	1,0	1,0	1,1	1,1	1,1	1,1	<b>N=7500</b>
<b>N=8000</b>	0,5	0,7	0,8	0,9	0,9	1,0	1,0	1,1	1,1	1,1	<b>N=8000</b>
<b>N=9000</b>	0,5	0,6	0,7	0,8	0,9	0,9	1,0	1,0	1,0	1,0	<b>N=9000</b>
<b>N=10000</b>	0,4	0,6	0,7	0,8	0,8	0,9	0,9	1,0	1,0	1,0	<b>N=10000</b>
<b>N=11000</b>	0,4	0,6	0,7	0,7	0,8	0,9	0,9	0,9	0,9	0,9	<b>N=11000</b>
<b>N=12000</b>	0,4	0,5	0,6	0,7	0,8	0,8	0,9	0,9	0,9	0,9	<b>N=12000</b>
<b>N=13000</b>	0,4	0,5	0,6	0,7	0,7	0,8	0,8	0,8	0,9	0,9	<b>N=13000</b>
<b>N=14000</b>	0,4	0,5	0,6	0,7	0,7	0,8	0,8	0,8	0,8	0,8	<b>N=14000</b>
<b>N=15000</b>	0,3	0,5	0,6	0,6	0,7	0,7	0,8	0,8	0,8	0,8	<b>N=15000</b>
	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%	
	95%	90%	85%	80%	75%	70%	65%	60%	55%	50%	

ABBR.	COUNTRIES	INSTITUTES	N° INTERVIEWS	DATES		POPULATION 15+	PROPORTION EU28
					FIELDWORK		
BE	Belgium	TNS Dimarso	1.001	11/10/14	20/10/14	9.263.570	2,18%
BG	Bulgaria	TNS BBSS	1.018	11/10/14	20/10/14	6.294.563	1,48%
CZ	Czech Rep.	TNS Aisa	1.034	11/10/14	20/10/14	8.955.829	2,11%
DK	Denmark	TNS Gallup DK	1.025	11/10/14	20/10/14	4.625.032	1,09%
DE	Germany	TNS Infratest	1.532	11/10/14	20/10/14	71.283.580	16,79%
EE	Estonia	TNS Emor	1.015	11/10/14	20/10/14	1.113.355	0,26%
IE	Ireland	Behaviour & Attitudes	1.001	11/10/14	20/10/14	3.586.829	0,84%
EL	Greece	TNS ICAP	1.015	11/10/14	20/10/14	8.791.499	2,07%
ES	Spain	TNS Spain	1.011	11/10/14	20/10/14	39.506.853	9,31%
FR	France	TNS Sofres	1.011	11/10/14	20/10/14	51.668.700	12,17%
HR	Croatia	HENDAL	1.084	11/10/14	20/10/14	3.625.601	0,85%
IT	Italy	TNS Italia	1.019	11/10/14	20/10/14	51.336.889	12,09%
CY	Rep. Of Cyprus	CYMAR	500	11/10/14	18/10/14	724.084	0,17%
LV	Latvia	TNS Latvia	1.011	11/10/14	20/10/14	1.731.509	0,41%
LT	Lithuania	TNS LT	1.013	11/10/14	20/10/14	2.535.329	0,60%
LU	Luxembourg	TNS ILReS	503	11/10/14	20/10/14	445.806	0,11%
HU	Hungary	TNS Hoffmann	1.058	11/10/14	20/10/14	8.477.933	2,00%
MT	Malta	MISCO	503	11/10/14	20/10/14	360.045	0,08%
NL	Netherlands	TNS NIPO	1.059	11/10/14	20/10/14	13.901.653	3,27%
AT	Austria	ipr Umfrageforschung	1.019	11/10/14	20/10/14	7.232.497	1,70%
PL	Poland	TNS Polska	1.010	11/10/14	20/10/14	32.736.685	7,71%
PT	Portugal	TNS Portugal	1.002	11/10/14	20/10/14	8.512.269	2,01%
RO	Romania	TNS CSOP	1.015	11/10/14	20/10/14	16.880.465	3,98%
SI	Slovenia	RM PLUS	1.055	11/10/14	20/10/14	1.760.726	0,41%
SK	Slovakia	TNS Slovakia	1.038	11/10/14	20/10/14	4.580.260	1,08%
FI	Finland	TNS Gallup Oy	1.000	11/10/14	20/10/14	4.511.446	1,06%
SE	Sweden	TNS Sifo	987	11/10/14	20/10/14	7.944.034	1,87%
UK	United Kingdom	TNS UK	1.329	11/10/14	20/10/14	52.104.731	12,27%
<b>TOTAL EU28</b>			<b>27.868</b>	<b>11/10/14</b>	<b>20/10/14</b>	<b>424.491.772</b>	<b>100%*</b>

\* It should be noted that the total percentage shown in this table may exceed 100% due to rounding

## **QUESTIONNAIRE**

**QA1 On a typical day, which mode of transport do you use most often?**

(SHOW SCREEN – READ OUT – ONE ANSWER ONLY)

Car	1
Motorbike or moped	2
Train	3
Ship or boat	4
Urban public transport (bus, metro, tram, ferry, etc.)	5
Bicycle	6
Walking	7
Other (SP.)	8
None (SP.)	9
DK	10

NEW

**ASK QA2 IF "USE A MODE OF TRANSPORT", CODE 1 TO7 IN QA1 – OTHERS GO TO QA3**

QA2: ROTATE ANSWERS 1 TO 6

QA2: CODE 7 IS EXCLUSIVE

QA2: CODE 9 IS EXCLUSIVE

QA2: MAX. 2 ANSWERS (1-6+8)

**QA2 What are the reasons for using this mode of transport?**

(SHOW SCREEN – READ OUT – MAX. 2 ANSWERS)

Price	1,
Environmental reasons	2,
Safety	3,
Convenience	4,
Speed	5,
Available facilities	6,
There is no alternative	7,
Other (SP.)	8,
DK	9

NEW

**ASK QA3 IF "USE CAR OR MOTORBIKE\ MOPED AS A MAIN MODE OF TRANSPORT ON A TYPICAL DAY", CODE 1 OR 2 IN QA1 – OTHERS GO TO QA4**

QA3: ROTATE ANSWERS 1 TO 13

QA3: CODE 15 IS EXCLUSIVE

QA3: CODE 16 IS EXCLUSIVE

QA3: MAX. 3 ANSWERS (1-14)

**QA3 What would encourage you to use public transport more often?**

(SHOW SCREEN – READ OUT – MAX. 3 ANSWERS)

Being able to buy tickets online	1,
Being able to buy a single ticket that can be used with different transport modes	2,
Better public transport coverage	3,
Better connections between stops and stations	4,
Better amenities for passengers at stops and stations (e.g. shelter, seats, etc.)	5,
Timetables that are available and easy to understand	6,
Reliable and punctual services	7,
Frequent public transport service	8,
Cheaper tickets or season tickets	9,
Availability of online public transport route planners	10,
Availability of mobile applications with timetable and other services information	11,
Better accessibility	12,
Improved security and\or safety at stops and stations	13,
Other (SP.)	14,
Nothing (SP.)	15
DK	16

NEW

**ASK ALL**

**QA4 How many times have you made journeys of 300 km or more within the EU (including (OUR COUNTRY)) in the last 12 months?**

(READ OUT – ONE ANSWER ONLY)

None	1
Once	2
Two or three times	3
Four or five times	4
More than five times	5
DK	6

NEW

**ASK QA5 TO QA7 IF "HAS MADE JOURNEYS OF 300 KMS OR MORE DURING THE LAST 12 MONTHS", CODE 2 TO 5 IN QA4 – OTHERS GO TO**

QA5: CODE 8 IS EXCLUSIVE

**QA5 Which mode of transport did you use the last time you made a journey of 300 km or more?**

(SHOW SCREEN – READ OUT – MULTIPLE ANSWERS POSSIBLE)

- Car or camper-van 1,
- Motorbike or moped 2,
- Plane 3,
- Train 4,
- Ship or boat 5,
- Coach 6,
- Other (SP.) 7,
- DK 8

NEW

QA6: ROTATE ANSWERS 1 TO 6

QA6: CODE 7 IS EXCLUSIVE

QA6: CODE 9 IS EXCLUSIVE

QA6: MAX. 2 ANSWERS (1-6+8)

**QA6 What are the reasons for using this mode or these modes of transport?**

(SHOW SCREEN – READ OUT – MAX. 2 ANSWERS)

- Price 1,
- Environmental reasons 2,
- Safety 3,
- Convenience 4,
- Speed 5,
- Available facilities 6,
- There is no alternative 7
- Other (SP.) 8,
- DK 9

NEW

**QA7 Which of the following applies to the last journey you made of 300 km or more?**

(READ OUT – ONE ANSWER PER LINE)

		Yes	No	DK
1	The journey was good value for money	1	2	3
2	Travelling did not take longer than planned	1	2	3
3	There were enough amenities for passengers	1	2	3
4	The journey was safe	1	2	3

NEW

**ASK ALL**

QA8.2: DO NOT ASK IN MT AND CY

**QA8** In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

(SHOW SCREEN – READ OUT – ONE ANSWER PER LINE)

		Impr oved a lot	Some what impr oved	Some what deter iorat ed	Deter iorat ed a lot	Staye d the same (SP.)	DK
1	Air transport	1	2	3	4	5	6
2	Rail transport	1	2	3	4	5	6
3	Road transport	1	2	3	4	5	6
4	Sea or river transport	1	2	3	4	5	6

NEW

**DO NOT ASK QA9 IN CY AND MT – CY AND MT GO TO QA10**

QA9: ROTATE ANSWERS 1 TO 10

QA9: CODE 12 IS EXCLUSIVE

QA9: CODE 13 IS EXCLUSIVE

QA9: MAX. 3 ANSWERS (1-11)

**QA9** Which of the following do you think are the most serious problems affecting rail transport in (OUR COUNTRY)?

(SHOW SCREEN – READ OUT – MAX. 3 ANSWERS)

Noise pollution	1,
Lack of high-speed lines	2,
Lack of reliable and punctual service	3,
Safety	4,
Lack of railway stations	5,
Missing railway links (between cities or across borders)	6,
Quality of services and facilities on board	7,
Ticket prices	8,
Accessibility	9,
Rail maintenance	10,
Other (SP.)	11,
None (SP.)	12
DK	13

NEW



**ASK ALL**

QA10: ROTATE ANSWERS 1 TO 9

QA10: CODE 11 IS EXCLUSIVE

QA10: CODE 12 IS EXCLUSIVE

QA10: MAX. 3 ANSWERS (1-10)

**QA10 Which of the following do you think are the most serious problems affecting air transport in (OUR COUNTRY)?**

(SHOW SCREEN – READ OUT – MAX. 3 ANSWERS)

Noise pollution	1,
Air pollution	2,
Safety	3,
Lack of airports	4,
Ticket prices	5,
Accessibility of facilities at airports (parking, lifts, toilets etc.)	6,
Airport services (shops, restaurants, lounges)	7,
Lack of destinations from your closest airport	8,
Availability of public transport to or from your closest airport	9,
Other (SP.)	10,
None (SP.)	11
DK	12

NEW

**QA11 After a decade of the ban on liquids, how important would it be for you to be able to bring liquids above the current limit through the security checkpoints at airports, in order to bring them with you on board the plane?**

(READ OUT – ONE ANSWER ONLY)

Very important	1
Fairly important	2
Not very important	3
Not at all important	4
Not applicable (SP.)	5
DK	6

NEW

QA12: ROTATE ANSWERS 1 TO 7

QA12: CODE 9 IS EXCLUSIVE

QA12: CODE 10 IS EXCLUSIVE

QA12: MAX. 3 ANSWERS (1-8)

**QA12 Which of the following do you think are the most serious problems affecting sea or river transport in (OUR COUNTRY)?**

(SHOW SCREEN – READ OUT – MAX. 3 ANSWERS)

Noise pollution	1,
Water pollution	2,
Safety	3,
Reduced sea or river transport links	4,
Ticket prices	5,
Lack of frequent services	6,
Accessibility	7,
Other (SP.)	8,
None (SP.)	9
DK	10

NEW

QA13: ROTATE ANSWERS 1 TO 7

QA13: CODE 9 IS EXCLUSIVE

QA13: CODE 10 IS EXCLUSIVE

QA13: MAX. 3 ANSWERS (1-8)

**QA13 Which of the following do you think are the most serious problems affecting roads in (OUR COUNTRY)?**

(SHOW SCREEN – READ OUT – MAX. 3 ANSWERS)

Road congestion	1,
Noise pollution	2,
Air pollution	3,
Safety	4,
Missing road links (between cities or across borders)	5,
Road maintenance	6,
The amount of freight being transported by road	7,
Other (SP.)	8,
None (SP.)	9
DK	10
<i>NEW</i>	

QA14: ROTATE ANSWERS 1 TO 7

QA14: CODE 9 IS EXCLUSIVE

QA14: CODE 10 IS EXCLUSIVE

QA14: MAX. 3 ANSWERS (1-8)

**QA14 Which of the following do you think should be the priorities for improving safety on roads in (OUR COUNTRY)?**

(SHOW SCREEN – READ OUT – MAX. 3 ANSWERS)

More training for drivers	1,
Stricter speed limits	2,
Stricter control on the use of electronic devices while driving	3,
Easy and timely access to traffic information when travelling	4,
Zero alcohol tolerance	5,
Frequent police controls	6,
Improved road maintenance	7,
Other (SP.)	8,
None (SP.)	9
DK	10
<i>NEW</i>	

**QA15 With today's technology, vehicles can be connected at all times. On the one hand this would allow a better traffic management and should make the journey easier and safer. On the other hand, it means that the vehicle's location would be available online. Would you agree to have your vehicle connected or not?**

(READ OUT – ONE ANSWER ONLY)

Yes, at all times	1
Yes, at all times but only if your personal data is anonymised	2
Yes, but only when you decide to	3
No	4
DK	5
<i>NEW</i>	

QA16: ROTATE ANSWERS 1 TO 6

QA16: CODE 8 IS EXCLUSIVE

QA16: CODE 9 IS EXCLUSIVE

QA16: MAX. 2 ANSWERS (1-7)

**QA16** **Although the transport sector offers jobs in Europe for people with different qualifications such as engineers, drivers or pilots, construction workers, commercial profiles, etc. it remains unattractive for many people. In your opinion, what needs to be done to make transport a more attractive sector for job seekers?**

(SHOW SCREEN – READ OUT – MAX. 2 ANSWERS)






























Better working conditions	1,
Higher salaries	2,
Information campaigns to inform the public about possibilities	3,
Increased security in the workplace	4,
Better career prospects	5,
More training and qualifications	6,
Other (SP.)	7,
Nothing can be done to make transport a more attractive sector (SP.)	8
DK	9
<i>NEW</i>	

## **TABLES**

QA1 Au cours d'une journée type, quel mode de transport utilisez-vous le plus souvent ?

QA1 On a typical day, which mode of transport do you use most often?






























QA1 Welche Art von Verkehrsmittel benutzen Sie an einem normalen Tag am häufigsten?

		La voiture	La moto ou la mobylette	Train	Un navire ou un bateau	Les transports publics urbains (bus, métro, tram, ferry, etc.)	Le vélo	La marche
		Car	Motorbike or moped	Train	Ship or boat	Urban public transport (bus, metro, tram, ferry, etc.)	Bicycle	Walking
		Auto	Motorrad oder Moped	Zug	Schiff oder Boot	Städtische öffentliche Verkehrsmittel (Bus, U- Bahn, Straßenbahn, Fähre usw.)	Fahrrad	Ich gehe zu Fuß
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	54	2	2	0	19	8	14
	BE	59	1	4	0	14	13	8
	BG	42	0	1	0	27	4	25
	CZ	47	0	2	0	28	8	15
	DK	54	2	5	0	9	23	7
	DE	58	1	1	0	16	12	10
	EE	51	0	2	0	28	5	13
	IE	73	0	1	0	9	2	14
	EL	43	9	1	0	24	2	20
	ES	44	3	1	0	23	3	25
	FR	65	3	2	0	15	4	10
	HR	51	1	0	0	21	6	18
	IT	63	7	2	0	8	6	13
	CY	85	1	0	0	5	1	8
	LV	38	1	2	0	31	6	20
	LT	45	0	0	0	27	7	19
	LU	65	0	4	0	23	2	5
	HU	33	2	2	0	28	22	13
	MT	70	1	0	0	21	0	7
	NL	45	3	4	0	7	36	4
	AT	57	2	3	0	21	6	11
	PL	47	0	1	0	29	7	14
	PT	47	2	2	0	24	1	23
	RO	40	1	1	0	29	7	23
	SI	71	1	1	0	8	9	10
	SK	46	0	3	0	23	7	21
	FI	60	0	2	0	14	14	9
	SE	51	0	3	0	17	17	12
	UK	57	1	4	0	20	3	14

QA1 Au cours d'une journée type, quel mode de transport utilisez-vous le plus souvent ?

QA1 On a typical day, which mode of transport do you use most often?






























QA1 Welche Art von Verkehrsmittel benutzen Sie an einem normalen Tag am häufigsten?

		Autre (SP.)	Aucun (SP.)	NSP	Total 'Utilise un moyen de transport'	Total 'Utilise une voiture ou une moto'	Total 'Utilise le train ou les transports publics urbains'	Total 'Utilise le vélo ou la marche'
		Other (SP.)	None (SP.)	DK	Total 'Use a mode of transport'	Total 'Use car or motorbike'	Total 'Use train or urban public transport'	Total 'Use bicycle or walking'
		Sonstige (SP.)	Nichts davon (SP.)	WN	Total 'Utilise un moyen de transport'	Total 'Utilise une voiture ou une moto'	Total 'Utilise le train ou les transports publics urbains'	Total 'Utilise le vélo ou la marche'
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	0	0	0	99	57	21	22
	BE	0	1	0	99	60	18	21
	BG	0	1	0	98	42	28	29
	CZ	0	0	0	100	47	30	22
	DK	1	0	0	99	55	14	30
	DE	0	0	0	100	59	18	23
	EE	0	1	0	99	51	30	18
	IE	0	0	0	99	73	10	16
	EL	1	1	0	99	52	24	23
	ES	0	0	0	100	47	25	28
	FR	0	1	0	99	68	17	13
	HR	0	1	0	99	53	22	25
	IT	0	0	0	100	70	10	19
	CY	0	0	0	100	86	5	9
	LV	1	1	0	99	39	33	27
	LT	0	1	0	99	45	27	26
	LU	1	0	0	99	65	27	7
	HU	0	1	0	99	35	29	35
	MT	0	1	0	99	71	21	7
	NL	0	1	0	99	48	11	40
	AT	0	0	0	100	59	24	17
	PL	0	1	0	99	48	31	21
	PT	0	0	0	100	48	27	24
	RO	0	0	0	99	40	29	29
	SI	0	0	0	100	72	9	19
	SK	0	0	0	100	46	26	28
	FI	0	0	0	99	61	16	23
	SE	0	0	0	100	51	20	29
	UK	0	1	0	99	57	24	17

QA2 Pour quelles raisons utilisez-vous ce moyen de transport ? (ROTATION – MAX. 2 REPONSES)

QA2 What are the reasons for using this mode of transport? (ROTATE – MAX. 2 ANSWERS)

QA2 Aus welchen Gründen benutzen Sie diese Verkehrsmittel? (ROTIEREN – MAX. 2 NENNUNGEN)






























		Le prix	Des raisons environnementales	La sécurité	Le côté pratique	La rapidité	Les installations disponibles	Il n'y a pas d'alternative	Autre (SP.)	NSP
		The price	Environmental reasons	Security	Convenience	Speed	Available facilities	There is no alternative	Other (SP.)	DK
		Der Preis	Umwelt-gründe	Sicherheit	Bequemlichkeit	Schnelligkeit	Verfügbarkeit des Verkehrsmittels	Es gibt keine Alternative	Sonstige (SP.)	WN
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	12	4	5	61	31	16	8	9	0
	BE	12	8	5	61	26	6	19	4	0
	BG	18	3	5	58	30	11	11	7	0
	CZ	23	6	6	40	38	39	1	6	0
	DK	10	5	1	67	42	30	1	9	0
	DE	8	7	3	37	35	36	20	6	0
	EE	10	2	4	59	29	20	6	15	0
	IE	6	2	6	80	10	18	7	5	0
	EL	17	3	8	72	24	5	5	13	0
	ES	12	2	3	63	40	2	4	18	0
	FR	7	4	3	78	43	6	1	11	0
	HR	22	3	9	71	30	13	3	5	0
	IT	6	4	10	77	28	10	4	7	0
	CY	4	1	8	77	20	22	5	10	0
	LV	19	6	7	49	22	26	5	11	0
	LT	17	2	7	75	22	13	4	6	0
	LU	5	4	3	78	47	4	2	12	0
	HU	21	4	8	37	37	35	2	9	0
	MT	5	2	4	71	13	26	3	8	0
	NL	13	8	2	70	38	16	0	16	0
	AT	13	10	7	41	29	30	8	9	0
	PL	19	2	5	58	38	9	7	8	2
	PT	19	2	10	64	11	16	5	12	0
	RO	18	2	19	44	9	24	9	12	0
	SI	9	7	3	61	38	17	1	10	0
	SK	20	4	9	43	40	35	1	5	0
	FI	11	5	5	74	41	18	2	11	0
	SE	11	16	2	71	27	32	0	7	0
	UK	11	2	4	73	11	8	15	5	0



QA3 Qu'est-ce qui vous encouragerait à utiliser plus souvent les transports publics ?  
(ROTATION – MAX. 3 REponses)

QA3 What would encourage you to use public transport more often?  
(ROTATE – MAX. 3 ANSWERS)






























QA3 Was würde Sie dazu motivieren, häufiger öffentliche Verkehrsmittel zu benutzen?  
(ROTIEREN – MAX. 3 NENNUNGEN)

		La possibilité d'acheter des billets en ligne	La possibilité d'acheter un seul billet qui pourrait être utilisé pour différents moyens de transport	Une meilleure couverture des transports publics	De meilleures connexions entre les arrêts et les gares	De meilleurs équipements pour les passagers aux arrêts et aux gares (par ex. des abris, des sièges, etc.)	Des horaires disponibles et faciles à comprendre
		Being able to buy tickets online	Being able to buy a single ticket that can be used with different transport modes	Better public transport coverage	Better connections between stops and stations	Better amenities for passengers at stops and stations (e.g. shelter, seats, etc.)	Timetables that are available and easy to understand
		Die Möglichkeit, Fahrkarten online zu kaufen	Die Möglichkeit, mit nur einer Fahrkarte mehrere unterschiedliche Verkehrsmittel zu benutzen	Ein besser ausgebautes öffentliches Verkehrsnetz	Bessere Verbindungen zwischen Haltestellen und Bahnhöfen	Mehr Einrichtungen für Fahrgäste an Haltestellen und in Bahnhöfen (z. B. Schutzdächer, Sitze usw.)	Leicht verfügbare und verständliche Fahrpläne
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	2	8	26	16	5	10
	BE	3	7	26	19	8	11
	BG	2	6	21	12	10	9
	CZ	2	5	33	19	4	6
	DK	3	4	29	19	2	5
	DE	2	11	31	18	2	5
	EE	2	5	27	12	7	5
	IE	2	4	19	10	5	4
	EL	0	6	34	20	11	6
	ES	2	5	21	22	1	17
	FR	3	9	29	6	3	18
	HR	2	8	35	18	7	14
	IT	2	9	23	18	9	13
	CY	2	7	35	26	7	11
	LV	2	7	19	6	6	6
	LT	3	3	19	7	5	5
	LU	2	4	22	20	2	12
	HU	1	4	27	12	11	6
	MT	4	5	10	10	8	14
	NL	6	17	28	28	6	5
	AT	2	8	39	21	8	5
	PL	2	7	29	23	9	8
	PT	2	6	29	23	7	12
	RO	2	6	25	15	11	9
	SI	2	5	40	24	5	6
	SK	3	6	31	24	9	4
	FI	3	6	36	15	3	8
	SE	3	7	34	17	2	5
	UK	3	4	18	8	3	6

QA3 Qu'est-ce qui vous encouragerait à utiliser plus souvent les transports publics ?  
(ROTATION – MAX. 3 REPOSES)

QA3 What would encourage you to use public transport more often?  
(ROTATE – MAX. 3 ANSWERS)






























QA3 Was würde Sie dazu motivieren, häufiger öffentliche Verkehrsmittel zu benutzen?  
(ROTIEREN – MAX. 3 NENNUNGEN)

		Des services fiables et ponctuels	Un service de transports publics fréquents	Des billets ou des abonnements moins chers	Des outils de planification des trajets en transports publics disponibles en ligne	La disponibilité d'applications mobiles avec les horaires et d'autres informations sur les services	Une meilleure accessibilité
		Reliable and punctual services	Frequent public transport service	Cheaper tickets or season tickets	Availability of online public transport route planners	Availability of mobile applications with timetable and other services information	Better accessibility
		Ein zuverlässiger und pünktlicher Service	Häufig verkehrende öffentliche Verkehrsmittel	Günstigere Fahrkarten oder Dauerkarten	Online verfügbare Routenplaner für öffentliche Verkehrsmittel	Verfügbarkeit mobiler Apps mit Fahrplänen und weiteren Serviceinformationen	Bessere Zugänglichkeit/Barrierefreiheit
	%	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	20	27	25	2	2	14
	BE	24	24	25	3	2	30
	BG	16	35	15	2	3	14
	CZ	21	38	25	1	2	5
	DK	23	32	37	2	2	10
	DE	17	29	26	1	1	5
	EE	5	22	10	1	1	13
	IE	20	24	24	4	3	23
	EL	15	31	26	4	2	24
	ES	20	23	30	0	2	20
	FR	18	29	23	1	3	16
	HR	14	26	36	2	2	17
	IT	36	30	19	4	6	19
	CY	15	39	18	4	2	28
	LV	6	13	21	3	2	24
	LT	8	23	25	1	1	21
	LU	15	24	10	3	2	20
	HU	17	28	26	1	3	19
	MT	42	35	9	5	4	22
	NL	16	25	35	1	1	11
	AT	12	37	24	4	3	4
	PL	18	25	25	2	3	3
	PT	16	28	16	3	4	21
	RO	18	16	21	2	2	6
	SI	10	25	18	1	2	26
	SK	20	14	26	2	4	23
	FI	8	32	24	2	2	4
	SE	15	30	25	1	1	31
	UK	16	20	30	2	1	16

QA3 Qu'est-ce qui vous encouragerait à utiliser plus souvent les transports publics ?  
(ROTATION – MAX. 3 REPONSES)

QA3 What would encourage you to use public transport more often?  
(ROTATE – MAX. 3 ANSWERS)






























QA3 Was würde Sie dazu motivieren, häufiger öffentliche Verkehrsmittel zu benutzen?  
(ROTIEREN – MAX. 3 NENNUNGEN)

		Une meilleure sécurité aux arrêts et aux gares	Autre (SP.)	Rien (SP.)	NSP
		Improved security and/or safety at stops and stations	Other (SP.)	Nothing (SP.)	DK
		Besserer Schutz und/oder höhere Sicherheit an Haltestellen und in Bahnhöfen	Sonstige (SP.)	Nichts (SP.)	WN
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	4	5	21	1
	BE	6	2	12	0
	BG	3	2	30	2
	CZ	5	5	19	1
	DK	2	11	16	1
	DE	3	5	30	1
	EE	4	9	31	3
	IE	3	4	23	1
	EL	8	5	24	0
	ES	3	4	16	2
	FR	3	5	20	1
	HR	3	2	15	1
	IT	8	2	14	2
	CY	5	2	19	0
	LV	4	11	26	1
	LT	5	6	32	3
	LU	3	12	21	2
	HU	3	4	28	1
	MT	5	6	14	1
	NL	2	11	14	1
	AT	5	5	22	0
	PL	3	3	20	5
	PT	8	5	23	0
	RO	8	8	20	4
	SI	2	10	15	1
	SK	3	5	15	3
	FI	1	8	19	2
	SE	4	9	12	0
	UK	2	5	28	1

QA4 Combien de fois avez-vous fait des voyages de 300 km ou plus au sein de l'UE (y compris (NOTRE PAYS)) au cours des 12 derniers mois ?

QA4 How many times have you made journeys of 300 km or more within the EU (including (OUR COUNTRY)) in the last 12 months?






























QA4 Wie oft haben Sie in den letzten 12 Monaten innerhalb der EU (einschließlich UNSER LAND) Reisen von 300 km oder mehr unternommen?

		Jamais	Une fois	Deux ou trois fois	Quatre ou cinq fois	Plus de cinq fois	NSP	Total 'A fait au moins un voyage de 300 km ou plus'	Total 'Quatre fois ou plus'
		Never	Once	Two or three times	Four or five times	More than five times	DK	Total 'Has done at least one journey of 300 km or more'	Total 'Four times or more'
		Niemals	Einmal	Zwei- oder dreimal	Vier- oder fünfmal	Mehr als fünfmal	WN	Gesamt 'Hat mindestens eine Reise von 300 km oder mehr'	Gesamt 'Viermal oder mehr'
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	41	22	22	6	9	0	59	16
	BE	40	27	19	5	9	0	60	14
	BG	46	22	20	5	6	0	53	11
	CZ	53	19	16	4	8	0	47	12
	DK	22	18	31	11	17	0	77	28
	DE	34	27	25	7	6	0	65	13
	EE	40	16	21	7	15	1	59	22
	IE	34	17	25	9	14	1	65	24
	EL	49	21	21	4	5	0	51	9
	ES	44	23	21	5	7	0	56	12
	FR	32	19	25	9	16	0	68	24
	HR	44	21	19	5	10	0	56	15
	IT	44	27	23	4	2	0	56	6
	CY	47	25	17	2	8	0	53	11
	LV	45	17	18	8	12	0	55	20
	LT	50	16	20	4	10	1	50	14
	LU	17	28	29	9	17	0	83	26
	HU	62	15	10	4	8	0	38	12
	MT	59	19	13	4	4	1	41	8
	NL	29	21	31	8	12	0	71	20
	AT	38	27	24	6	5	0	62	11
	PL	54	20	14	5	6	1	45	11
	PT	62	15	12	3	6	0	37	10
	RO	56	20	16	3	5	0	44	8
	SI	39	23	24	6	8	0	61	14
	SK	53	21	14	5	8	0	47	12
	FI	20	13	22	14	32	0	80	46
	SE	13	10	22	16	39	0	87	55
	UK	37	17	22	8	15	1	62	23

QA5 Quel mode de transport avez-vous utilisé la dernière fois que vous avez fait un voyage de 300 km ou plus ?  
(PLUSIEURS REPONSES POSSIBLES)

QA5 Which mode of transport did you use the last time you made a journey of 300 km or more? (MULTIPLE ANSWERS  
POSSIBLE)






























QA5 Welches Verkehrsmittel haben Sie bei Ihrer letzten Reise von 300 km oder mehr benutzt? (MEHRFACHNENNUNGEN  
MÖGLICH)

	%	La voiture ou le camping-car	La moto ou la mobylette	L'avion	Train	Un navire ou un bateau	Le car	Autre (SP.)	NSP
		Car or camper-van	Motorbike or moped	Plane	Train	Ship or boat	Coach	Other (SP.)	DK
		Auto oder Wohnmobil	Motorrad oder Moped	Flugzeug	Zug	Schiff oder Boot	Reisebus	Sonstige (SP.)	WN
		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
 EU 28		66	1	23	15	2	8	1	0
 BE		64	0	28	11	1	5	0	0
 BG		68	0	6	7	0	25	0	0
 CZ		70	1	19	14	1	13	1	0
 DK		58	0	36	13	7	9	0	0
 DE		69	1	22	16	1	6	0	0
 EE		63	1	24	6	17	19	1	0
 IE		63	0	38	9	3	6	0	0
 EL		58	2	15	6	15	20	2	0
 ES		65	0	28	14	1	9	1	0
 FR		69	1	17	20	1	4	0	0
 HR		80	1	12	6	3	20	0	0
 IT		63	2	27	17	3	6	1	0
 CY		39	0	61	4	8	9	0	0
 LV		65	0	17	6	3	20	2	0
 LT		70	0	16	2	5	15	5	0
 LU		66	0	37	13	1	6	0	0
 HU		71	0	7	16	1	12	1	0
 MT		14	1	81	14	18	14	1	0
 NL		67	1	28	10	3	4	0	0
 AT		58	3	41	19	2	8	1	0
 PL		66	1	13	18	1	14	1	0
 PT		75	2	16	4	2	9	0	0
 RO		66	1	14	11	0	20	1	0
 SI		80	2	14	4	2	15	2	0
 SK		67	0	20	12	0	13	0	0
 FI		73	0	15	16	6	9	0	0
 SE		60	0	30	21	5	6	0	0
 UK		60	0	26	15	1	5	2	0

QA6 Pour quelles raisons utilisez-vous ce ou ces moyens de transport ? (ROTATION – MAX. 2 REPONSES)

QA6 What are the reasons for using this mode or these modes of transport? (ROTATE – MAX. 2 ANSWERS)






























QA6 Aus welchen Gründen haben Sie dieses bzw. diese Verkehrsmittel benutzt? (ROTIEREN – MAX. 2 NENNUNGEN)

		Le prix	Des raisons environnementales	La sécurité	Le côté pratique	La rapidité	Les installations disponibles	Il n'y a pas d'alternative	Autre (SP.)	NSP
		The price	Environmental reasons	Security	Convenience	Speed	Available facilities	There is no alternative	Other (SP.)	DK
		Der Preis	Umweltgründe	Sicherheit	Bequemlichkeit	Schnelligkeit	Verfügbarkeit des Verkehrsmittels	Es gibt keine Alternative	Sonstige (SP.)	WN
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
 EU 28		18	1	7	61	41	15	5	6	0
 BE		19	2	6	57	37	8	14	2	0
 BG		17	0	4	79	49	6	2	3	0
 CZ		16	0	6	63	57	25	0	4	0
 DK		21	1	1	59	41	26	2	7	0
 DE		18	2	3	44	45	34	10	5	0
 EE		15	0	4	65	41	17	4	8	0
 IE		17	1	7	74	23	17	3	3	0
 EL		24	1	15	67	40	5	3	6	0
 ES		17	1	7	64	49	3	2	8	0
 FR		21	1	4	71	42	3	1	7	0
 HR		23	1	8	73	44	10	1	3	0
 IT		15	3	13	65	43	11	2	6	0
 CY		7	0	7	52	25	30	14	12	0
 LV		15	2	6	54	43	26	2	7	0
 LT		17	0	8	77	39	9	3	5	0
 LU		15	2	3	69	53	5	1	10	0
 HU		19	1	8	63	49	25	1	4	0
 MT		12	2	6	35	25	32	14	7	0
 NL		19	1	2	65	47	13	1	12	0
 AT		28	5	6	46	40	26	3	6	0
 PL		19	1	10	65	49	12	1	4	1
 PT		20	2	13	67	20	15	0	13	0
 RO		27	1	30	47	20	20	3	5	0
 SI		19	3	9	61	45	8	0	11	0
 SK		17	2	13	56	59	20	0	3	0
 FI		19	1	3	70	44	14	2	10	0
 SE		14	6	2	70	33	27	0	5	0
 UK		17	1	3	66	28	6	12	4	1

QA7.1 Laquelle des propositions suivantes s'applique au dernier voyage de 300 km ou plus que vous avez effectué ?  
Le voyage était d'un bon rapport qualité/prix

QA7.1 Which of the following applies to the last journey you made of 300 km or more?  
The journey was good value for money

QA7.1 Welche der folgenden Aussagen treffen auf Ihre letzte Reise von 300 km oder mehr zu?  
Die Reise bot ein gutes Preis-Leistungs-Verhältnis






























		Oui	Non	NSP
		Yes	No	DK
		Ja	Nein	WN
%		EB 82.2	EB 82.2	EB 82.2
 EU 28		<b>85</b>	<b>11</b>	<b>4</b>
 BE		<b>92</b>	<b>6</b>	<b>2</b>
 BG		<b>74</b>	<b>24</b>	<b>2</b>
 CZ		<b>76</b>	<b>20</b>	<b>4</b>
 DK		<b>71</b>	<b>24</b>	<b>5</b>
 DE		<b>88</b>	<b>6</b>	<b>6</b>
 EE		<b>86</b>	<b>7</b>	<b>7</b>
 IE		<b>83</b>	<b>15</b>	<b>2</b>
 FI		<b>62</b>	<b>38</b>	<b>0</b>
 ES		<b>87</b>	<b>10</b>	<b>3</b>
 FR		<b>76</b>	<b>18</b>	<b>6</b>
 HR		<b>95</b>	<b>3</b>	<b>2</b>
 IT		<b>82</b>	<b>13</b>	<b>5</b>
 CY		<b>95</b>	<b>5</b>	<b>0</b>
 LV		<b>79</b>	<b>15</b>	<b>6</b>
 LT		<b>92</b>	<b>4</b>	<b>4</b>
 LU		<b>83</b>	<b>12</b>	<b>5</b>
 HU		<b>81</b>	<b>17</b>	<b>2</b>
 MT		<b>93</b>	<b>6</b>	<b>1</b>
 NL		<b>93</b>	<b>4</b>	<b>3</b>
 AT		<b>89</b>	<b>8</b>	<b>3</b>
 PL		<b>81</b>	<b>11</b>	<b>8</b>
 PT		<b>86</b>	<b>9</b>	<b>5</b>
 RO		<b>90</b>	<b>9</b>	<b>1</b>
 SI		<b>96</b>	<b>2</b>	<b>2</b>
 SK		<b>91</b>	<b>7</b>	<b>2</b>
 FI		<b>94</b>	<b>3</b>	<b>3</b>
 SE		<b>85</b>	<b>9</b>	<b>6</b>
 UK		<b>89</b>	<b>9</b>	<b>2</b>



QA7.2 Laquelle des propositions suivantes s'applique au dernier voyage de 300 km ou plus que vous avez effectué ?  
Voyager n'a pas pris plus de temps que prévu

QA7.2 Which of the following applies to the last journey you made of 300 km or more?  
Travelling did not take longer than planned






























QA7.2 Welche der folgenden Aussagen treffen auf Ihre letzte Reise von 300 km oder mehr zu?  
Die Reise dauerte nicht länger als geplant

		Oui	Non	NSP
		Yes	No	DK
		Ja	Nein	WN
%		EB 82.2	EB 82.2	EB 82.2
 EU 28		<b>72</b>	<b>27</b>	<b>1</b>
 BE		<b>66</b>	<b>34</b>	<b>0</b>
 BG		<b>74</b>	<b>25</b>	<b>1</b>
 CZ		<b>80</b>	<b>19</b>	<b>1</b>
 DK		<b>65</b>	<b>34</b>	<b>1</b>
 DE		<b>83</b>	<b>17</b>	<b>0</b>
 EE		<b>88</b>	<b>8</b>	<b>4</b>
 IE		<b>80</b>	<b>19</b>	<b>1</b>
 EL		<b>80</b>	<b>20</b>	<b>0</b>
 ES		<b>78</b>	<b>20</b>	<b>2</b>
 FR		<b>63</b>	<b>35</b>	<b>2</b>
 HR		<b>79</b>	<b>20</b>	<b>1</b>
 IT		<b>70</b>	<b>28</b>	<b>2</b>
 CY		<b>88</b>	<b>12</b>	<b>0</b>
 LV		<b>81</b>	<b>16</b>	<b>3</b>
 LT		<b>87</b>	<b>11</b>	<b>2</b>
 LU		<b>62</b>	<b>36</b>	<b>2</b>
 HU		<b>83</b>	<b>16</b>	<b>1</b>
 MT		<b>82</b>	<b>18</b>	<b>0</b>
 NL		<b>72</b>	<b>26</b>	<b>2</b>
 AT		<b>91</b>	<b>8</b>	<b>1</b>
 PL		<b>81</b>	<b>15</b>	<b>4</b>
 PT		<b>85</b>	<b>13</b>	<b>2</b>
 RO		<b>66</b>	<b>32</b>	<b>2</b>
 SI		<b>80</b>	<b>20</b>	<b>0</b>
 SK		<b>84</b>	<b>15</b>	<b>1</b>
 FI		<b>87</b>	<b>12</b>	<b>1</b>
 SE		<b>58</b>	<b>40</b>	<b>2</b>
 UK		<b>50</b>	<b>49</b>	<b>1</b>

QA7.3 Laquelle des propositions suivantes s'applique au dernier voyage de 300 km ou plus que vous avez effectué ?  
Il y avait suffisamment d'équipements ou d'installations pour les passagers

QA7.3 Which of the following applies to the last journey you made of 300 km or more?  
There were enough amenities for passengers






























QA7.3 Welche der folgenden Aussagen treffen auf Ihre letzte Reise von 300 km oder mehr zu?  
Es waren ausreichend Einrichtungen für die Bequemlichkeit der Passagiere vorhanden

		Oui	Non	NSP
		Yes	No	DK
		Ja	Nein	WN
%		EB 82.2	EB 82.2	EB 82.2
 EU 28		<b>89</b>	<b>7</b>	<b>4</b>
 BE		<b>88</b>	<b>9</b>	<b>3</b>
 BG		<b>92</b>	<b>7</b>	<b>1</b>
 CZ		<b>86</b>	<b>7</b>	<b>7</b>
 DK		<b>89</b>	<b>7</b>	<b>4</b>
 DE		<b>89</b>	<b>6</b>	<b>5</b>
 EE		<b>93</b>	<b>3</b>	<b>4</b>
 IE		<b>89</b>	<b>8</b>	<b>3</b>
 FI		<b>89</b>	<b>10</b>	<b>1</b>
 ES		<b>87</b>	<b>6</b>	<b>7</b>
 FR		<b>89</b>	<b>7</b>	<b>4</b>
 HR		<b>91</b>	<b>6</b>	<b>3</b>
 IT		<b>90</b>	<b>9</b>	<b>1</b>
 CY		<b>92</b>	<b>6</b>	<b>2</b>
 LV		<b>88</b>	<b>7</b>	<b>5</b>
 LT		<b>94</b>	<b>4</b>	<b>2</b>
 LU		<b>91</b>	<b>3</b>	<b>6</b>
 HU		<b>86</b>	<b>13</b>	<b>1</b>
 MT		<b>98</b>	<b>1</b>	<b>1</b>
 NL		<b>87</b>	<b>5</b>	<b>8</b>
 AT		<b>91</b>	<b>6</b>	<b>3</b>
 PL		<b>87</b>	<b>8</b>	<b>5</b>
 PT		<b>95</b>	<b>2</b>	<b>3</b>
 RO		<b>84</b>	<b>12</b>	<b>4</b>
 SI		<b>94</b>	<b>5</b>	<b>1</b>
 SK		<b>87</b>	<b>9</b>	<b>4</b>
 FI		<b>92</b>	<b>4</b>	<b>4</b>
 SE		<b>86</b>	<b>7</b>	<b>7</b>
 UK		<b>93</b>	<b>5</b>	<b>2</b>

QA7.4 Laquelle des propositions suivantes s'applique au dernier voyage de 300 km ou plus que vous avez effectué ?  
Le voyage était sans danger

QA7.4 Which of the following applies to the last journey you made of 300 km or more?  
The journey was safe

QA7.4 Welche der folgenden Aussagen treffen auf Ihre letzte Reise von 300 km oder mehr zu?  
Die Reise war sicher

		Oui	Non	NSP
		Yes	No	DK
		Ja	Nein	WN
%		EB 82.2	EB 82.2	EB 82.2
 EU 28		<b>93</b>	<b>5</b>	<b>2</b>
 BE		<b>90</b>	<b>9</b>	<b>1</b>
 BG		<b>94</b>	<b>3</b>	<b>3</b>
 CZ		<b>94</b>	<b>5</b>	<b>1</b>
 DK		<b>95</b>	<b>2</b>	<b>3</b>
 DE		<b>98</b>	<b>1</b>	<b>1</b>
 EE		<b>94</b>	<b>2</b>	<b>4</b>
 IE		<b>98</b>	<b>1</b>	<b>1</b>
 FI		<b>98</b>	<b>2</b>	<b>0</b>
 ES		<b>98</b>	<b>1</b>	<b>1</b>
 FR		<b>77</b>	<b>19</b>	<b>4</b>
 HR		<b>98</b>	<b>1</b>	<b>1</b>
 IT		<b>95</b>	<b>4</b>	<b>1</b>
 CY		<b>98</b>	<b>1</b>	<b>1</b>
 LV		<b>90</b>	<b>5</b>	<b>5</b>
 LT		<b>97</b>	<b>1</b>	<b>2</b>
 LU		<b>78</b>	<b>16</b>	<b>6</b>
 HU		<b>95</b>	<b>4</b>	<b>1</b>
 MT		<b>99</b>	<b>1</b>	<b>0</b>
 NL		<b>96</b>	<b>2</b>	<b>2</b>
 AT		<b>95</b>	<b>3</b>	<b>2</b>
 PL		<b>90</b>	<b>4</b>	<b>6</b>
 PT		<b>98</b>	<b>2</b>	<b>0</b>
 RO		<b>95</b>	<b>4</b>	<b>1</b>
 SI		<b>98</b>	<b>2</b>	<b>0</b>
 SK		<b>93</b>	<b>6</b>	<b>1</b>
 FI		<b>96</b>	<b>1</b>	<b>3</b>
 SE		<b>94</b>	<b>2</b>	<b>4</b>
 UK		<b>99</b>	<b>1</b>	<b>0</b>

QA8.1 D'après vous, la qualité des moyens de transport suivants (services, connexions, infrastructures, etc.) s'est-elle améliorée ou s'est-elle détériorée en (NOTRE PAYS) au cours des 5 dernières années ?






























Le transport aérien

QA8.1 In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

Air transport

QA8.1 Hat sich Ihrer Meinung nach die Qualität der folgenden Verkehrsmittel (Serviceleistungen, Verbindungen, Infrastrukturen usw.) in (UNSER LAND) in den letzten 5 Jahren verbessert oder verschlechtert?

Luftfahrt

		Beaucoup amélioré	Quelque peu améliorées	S'est un peu détériorée	Beaucoup détérioré	Est resté le même (SP.)	NSP	Total 'S'est amélioré'	Total 'S'est détérioré'
		Improved a lot	Somewhat improved	Somewhat deteriorated	Deteriorated a lot	Stayed the same (SP.)	DK	Total 'Improved'	Total 'Deteriorated'
		Sehr verbessert	Haben sich etwas verbessert	Etwas verschlechtert	Sehr verschlechtert	Ist in etwa gleich geblieben (SP.)	WN	Gesamt 'Verbessert'	Gesamt 'Verschlechtert'
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	8	28	10	3	19	32	36	13
	BE	8	29	10	4	26	23	37	14
	BG	5	18	4	1	15	57	23	5
	CZ	8	32	5	1	14	40	40	6
	DK	7	32	9	1	18	33	39	10
	DE	4	21	13	2	27	33	25	15
	EE	5	17	5	2	12	59	22	7
	IE	30	35	7	1	13	14	65	8
	EL	24	37	6	2	16	15	61	8
	ES	7	31	10	2	17	33	38	12
	FR	7	28	14	3	14	34	35	17
	HR	14	37	9	2	7	31	51	11
	IT	10	32	14	5	20	19	42	19
	CY	16	43	9	2	17	13	59	11
	LV	4	31	5	1	27	32	35	6
	LT	6	29	4	1	15	45	35	5
	LU	10	33	6	2	23	26	43	8
	HU	2	15	9	5	21	48	17	14
	MT	28	31	3	0	10	28	59	3
	NL	7	29	7	1	21	35	36	8
	AT	14	31	10	2	28	15	45	12
	PL	13	26	2	2	12	45	39	4
	PT	6	28	6	3	23	34	34	9
	RO	8	23	5	6	8	50	31	11
	SI	5	28	7	3	19	38	33	10
	SK	6	35	7	1	11	40	41	8
	FI	5	24	14	2	30	25	29	16
	SE	8	31	9	1	26	25	39	10
	UK	9	33	11	2	15	30	42	13

QA8.2 D'après vous, la qualité des moyens de transport suivants (services, connexions, infrastructures, etc.) s'est-elle améliorée ou s'est-elle détériorée en (NOTRE PAYS) au cours des 5 dernières années ?




























Le transport ferroviaire

QA8.2 In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

Rail transport

QA8.2 Hat sich Ihrer Meinung nach die Qualität der folgenden Verkehrsmittel (Serviceleistungen, Verbindungen, Infrastrukturen usw.) in (UNSER LAND) in den letzten 5 Jahren verbessert oder verschlechtert?

Schienerverkehr

		Beaucoup amélioré	Quelque peu améliorées	S'est un peu détériorée	Beaucoup détérioré	Est resté le même (SP.)	NSP	Total 'S'est amélioré'	Total 'S'est détérioré'
		Improved a lot	Somewhat improved	Somewhat deteriorated	Deteriorated a lot	Stayed the same (SP.)	DK	Total 'Improved'	Total 'Deteriorated'
		Sehr verbessert	Haben sich etwas verbessert	Etwas verschlechtert	Sehr verschlechtert	Ist in etwa gleich geblieben (SP.)	WN	Gesamt 'Verbessert'	Gesamt 'Verschlechtert'
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	TOTAL	6	28	19	8	17	22	34	27
	BE	3	23	25	10	22	17	26	35
	BG	2	13	23	18	14	30	15	41
	CZ	12	37	15	5	15	16	49	20
	DK	3	25	25	5	21	21	28	30
	DE	2	20	27	10	24	17	22	37
	EE	22	28	3	3	5	39	50	6
	IE	20	31	7	3	13	26	51	10
	EL	8	33	14	9	19	17	41	23
	ES	11	36	8	1	14	30	47	9
	FR	6	29	23	10	12	20	35	33
	HR	3	21	32	21	8	15	24	53
	IT	4	28	20	14	22	12	32	34
	LV	6	33	9	3	23	26	39	12
	LT	10	29	3	2	12	44	39	5
	LU	12	27	5	2	25	29	39	7
	HU	5	27	17	8	23	20	32	25
	NL	3	25	25	7	19	21	28	32
	AT	15	43	9	3	23	7	58	12
	PL	6	30	11	10	17	26	36	21
	PT	6	26	10	6	30	22	32	16
	RO	3	18	19	14	9	37	21	33
	SI	4	20	17	12	19	28	24	29
	SK	5	40	13	5	15	22	45	18
	FI	6	32	18	2	25	17	38	20
	SE	4	16	27	22	16	15	20	49
	UK	8	31	17	3	12	29	39	20

QA8.3 D'après vous, la qualité des moyens de transport suivants (services, connexions, infrastructures, etc.) s'est-elle améliorée ou s'est-elle détériorée en (NOTRE PAYS) au cours des 5 dernières années ?






























Le transport routier

QA8.3 In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?

Road transport

QA8.3 Hat sich Ihrer Meinung nach die Qualität der folgenden Verkehrsmittel (Serviceleistungen, Verbindungen, Infrastrukturen usw.) in (UNSER LAND) in den letzten 5 Jahren verbessert oder verschlechtert?






























Straßenverkehr

		Beaucoup amélioré	Quelque peu améliorées	S'est un peu détériorée	Beaucoup détérioré	Est resté le même (SP.)	NSP	Total 'S'est amélioré'	Total 'S'est détérioré'
		Improved a lot	Somewhat improved	Somewhat deteriorated	Deteriorated a lot	Stayed the same (SP.)	DK	Total 'Improved'	Total 'Deteriorated'
		Sehr verbessert	Haben sich etwas verbessert	Etwas verschlechtert	Sehr verschlechtert	Ist in etwa gleich geblieben (SP.)	WN	Gesamt 'Verbessert'	Gesamt 'Verschlechtert'
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	6	32	25	11	19	7	38	36
	BE	2	16	35	26	18	3	18	61
	BG	4	40	17	7	18	14	44	24
	CZ	3	24	40	15	13	5	27	55
	DK	8	47	20	5	14	6	55	25
	DE	2	18	39	20	18	3	20	59
	EE	16	46	6	2	16	14	62	8
	IE	31	38	13	5	9	4	69	18
	EL	12	40	18	7	20	3	52	25
	ES	8	41	17	5	20	9	49	22
	FR	7	35	23	6	18	11	42	29
	HR	13	56	17	2	9	3	69	19
	IT	3	19	27	18	27	6	22	45
	CY	17	53	8	5	12	5	70	13
	LV	7	41	18	10	18	6	48	28
	LT	13	50	9	2	16	10	63	11
	LU	9	21	28	24	13	5	30	52
	HU	4	33	22	11	24	6	37	33
	MT	8	23	19	19	10	21	31	38
	NL	9	44	17	4	19	7	53	21
	AT	7	28	28	13	22	2	35	41
	PL	15	53	7	4	13	8	68	11
	PT	6	36	15	5	28	10	42	20
	RO	6	43	20	11	14	6	49	31
	SI	5	27	28	23	15	2	32	51
	SK	3	34	32	11	15	5	37	43
	FI	4	34	28	5	25	4	38	33
	SE	8	43	13	4	24	8	51	17
	UK	6	27	35	11	14	7	33	46

QA8.4 D'après vous, la qualité des moyens de transport suivants (services, connexions, infrastructures, etc.) s'est-elle améliorée ou s'est-elle détériorée en (NOTRE PAYS) au cours des 5 dernières années ?  
Le transport maritime ou fluvial

QA8.4 In your opinion, has the quality of the following means of transport (services, connections, infrastructures, etc.) improved or deteriorated in (OUR COUNTRY) in the last 5 years?  
Sea or river transport




























QA8.4 Hat sich Ihrer Meinung nach die Qualität der folgenden Verkehrsmittel (Serviceleistungen, Verbindungen, Infrastrukturen usw.) in (UNSER LAND) in den letzten 5 Jahren verbessert oder verschlechtert?  
See- oder Flussfahrt

		Beaucoup amélioré	Quelque peu améliorées	S'est un peu détériorée	Beaucoup détérioré	Est resté le même (SP.)	NSP	Total 'S'est amélioré'	Total 'S'est détérioré'
		Improved a lot	Somewhat improved	Somewhat deteriorated	Deteriorated a lot	Stayed the same (SP.)	DK	Total 'Improved'	Total 'Deteriorated'
		Sehr verbessert	Haben sich etwas verbessert	Etwas verschlechtert	Sehr verschlechtert	Ist in etwa gleich geblieben (SP.)	WN	Gesamt 'Verbessert'	Gesamt 'Verschlechtert'
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
 EU 28		2	12	4	2	18	62	14	6
 BE		1	11	4	1	20	63	12	5
 BG		2	3	3	1	13	78	5	4
 CZ		2	11	3	1	10	73	13	4
 DK		2	14	12	4	23	45	16	16
 DE		1	7	2	0	24	66	8	2
 EE		6	25	1	1	18	49	31	2
 IE		10	15	3	1	14	57	25	4
 EL		11	39	10	3	25	12	50	13
 ES		3	16	3	0	14	64	19	3
 FR		1	10	6	1	11	71	11	7
 HR		4	32	16	2	11	35	36	18
 IT		3	10	10	6	24	47	13	16
 CY		5	18	3	2	22	50	23	5
 LV		2	17	2	0	31	48	19	2
 LT		3	18	1	1	12	65	21	2
 LU		1	3	1	0	7	88	4	1
 HU		1	8	3	2	21	65	9	5
 MT		21	33	2	0	19	25	54	2
 NL		1	8	1	0	12	78	9	1
 AT		6	20	4	1	33	36	26	5
 PL		2	11	3	3	16	65	13	6
 PT		2	22	6	3	22	45	24	9
 RO		3	9	4	3	5	76	12	7
 SI		3	12	5	1	19	60	15	6
 SK		1	12	5	0	13	69	13	5
 FI		3	20	2	1	45	29	23	3
 SE		2	13	4	0	35	46	15	4
 UK		3	13	4	0	10	70	16	4

QA9 Parmi les problèmes suivants, quels sont d'après vous les problèmes les plus sérieux qui affectent le transport ferroviaire en (NOTRE PAYS) ? (ROTATION – MAX. 3 REPOSES)

QA9 Which of the following do you think are the most serious problems affecting rail transport in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)

QA9 Welche der folgenden Aspekte sind Ihrer Meinung nach die größten Probleme des Schienenverkehrs in (UNSER LAND)? (ROTIEREN – MAX. 3 NENNUNGEN)




























		La pollution sonore	Le manque de lignes à grande vitesse	Le manque d'un service fiable et ponctuel	La sécurité	Le manque de gares	Le manque de liaisons ferroviaires (entre les villes ou à travers les frontières)
		Noise pollution	Lack of high-speed lines	Lack of reliable and punctual service	Security	Lack of railway stations	Missing railway links (between cities or across borders)
		Lärm-belastung	Mangel an Hochgeschwindigkeitsstrecken	Mangel an zuverlässigem und pünktlichem Fahrservice	Sicherheit	Mangel an Bahnhöfen	Fehlende Bahnverbindungen (zwischen Städten oder grenzübergreifend)
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	TOTAL	4	15	33	10	13	21
	BE	4	7	56	13	19	18
	BG	3	24	20	32	13	18
	CZ	5	19	26	7	10	26
	DK	4	17	49	3	10	16
	DE	5	7	54	5	12	26
	EE	3	10	4	3	14	22
	IE	3	13	12	7	24	16
	EL	3	36	16	7	22	32
	ES	3	12	12	6	12	16
	FR	4	13	36	13	12	22
	HR	4	30	21	22	17	25
	IT	4	20	49	18	12	21
	LV	7	30	5	4	13	18
	LT	11	19	3	6	15	22
	LU	2	18	19	10	15	23
	HU	5	19	26	9	15	19
	NL	4	8	41	6	6	19
	AT	15	14	26	8	19	30
	PL	5	23	24	11	15	31
	PT	3	12	17	10	23	25
	RO	3	28	18	14	13	15
	SI	6	37	9	5	12	30
	SK	5	25	17	8	14	36
	FI	3	15	16	5	27	27
	SE	1	15	64	6	5	19
	UK	3	7	23	5	8	10



QA9 Parmi les problèmes suivants, quels sont d'après vous les problèmes les plus sérieux qui affectent le transport ferroviaire en (NOTRE PAYS) ? (ROTATION – MAX. 3 REPONSES)

QA9 Which of the following do you think are the most serious problems affecting rail transport in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)






























QA9 Welche der folgenden Aspekte sind Ihrer Meinung nach die größten Probleme des Schienenverkehrs in (UNSER LAND)? (ROTIEREN – MAX. 3 NENNUNGEN)

		La qualité des services et des équipements à bord	Le prix des billets	L'accessibilité	L'entretien des voies	Autre (SP.)	Aucun (SP.)	NSP
		Quality of services and facilities on board	Ticket prices	Accessibility	Rail maintenance	Other (SP.)	None (SP.)	DK
		Qualität der Serviceleistungen und -einrichtungen in den Zügen	Fahrpreise	Zugänglichkeit/Barrierefreiheit	Schienerwartung und -instandhaltung	Sonstige (SP.)	Nichts davon (SP.)	WN
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	TOTAL	16	46	10	21	3	3	9
	BE	13	36	12	9	2	5	5
	BG	23	14	7	36	2	2	13
	CZ	34	41	17	24	2	3	5
	DK	16	61	6	12	6	4	6
	DE	22	56	7	19	3	3	6
	EE	8	12	7	6	5	9	34
	IE	10	49	18	8	2	5	10
	EL	18	28	14	27	3	2	11
	ES	5	47	9	13	3	4	18
	FR	6	58	11	22	4	2	7
	HR	22	23	6	46	2	0	5
	IT	29	38	11	17	1	1	5
	LV	14	24	18	14	3	6	14
	LT	5	19	16	6	2	11	22
	LU	6	14	14	4	8	12	15
	HU	27	35	13	33	3	5	7
	NL	17	55	15	33	12	2	4
	AT	16	45	11	12	6	4	5
	PL	9	32	8	20	3	2	11
	PT	12	28	19	9	3	6	16
	RO	22	34	5	38	2	1	12
	SI	20	12	19	44	5	2	9
	SK	24	25	14	22	2	1	10
	FI	5	41	2	29	5	7	6
	SE	6	39	14	66	3	1	1
	UK	13	57	6	17	4	3	15

QA10 Parmi les problèmes suivants, quels sont d'après vous les problèmes les plus sérieux qui affectent le transport aérien en (NOTRE PAYS) ? (ROTATION – MAX. 3 REPOSES)

QA10 Which of the following do you think are the most serious problems affecting air transport in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)






























QA10 Welche der folgenden Aspekte sind Ihrer Meinung nach die größten Probleme der Luftfahrt in (UNSER LAND)? (ROTIEREN – MAX. 3 NENNUNGEN)

		La pollution sonore	La pollution de l'air	La sécurité	Le manque d'aéroports	Le prix des billets	L'accessibilité des équipements dans les aéroports (parking, ascenseurs, toilettes, etc.)
		Noise pollution	Air pollution	Security	Lack of airports	Ticket prices	Accessibility of facilities at airports (parking, lifts, toilets etc.)
		Lärm-belastung	Luft-verschmutzung	Sicherheit	Mangel an Flughäfen	Flugticket-preise	Zugänglichkeit/ Barrierefreiheit der Einrichtungen an/in den Flughäfen (Parkplätze, Aufzüge, Toiletten usw.)
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	13	16	12	9	37	6
	BE	30	22	15	6	31	8
	BG	8	8	20	14	38	3
	CZ	9	11	13	14	50	4
	DK	9	26	4	9	22	7
	DE	25	27	7	5	21	5
	EE	5	6	4	6	26	2
	IE	5	9	11	14	35	7
	EL	4	6	15	25	66	5
	ES	7	8	8	4	51	9
	FR	13	12	13	9	45	6
	HR	4	6	13	22	54	5
	IT	7	11	20	12	43	12
	CY	2	6	14	3	74	8
	LV	3	6	13	11	40	4
	LT	6	8	11	9	32	6
	LU	19	14	3	4	44	6
	HU	8	11	12	19	32	3
	MT	10	16	15	5	40	4
	NL	24	35	11	4	26	7
	AT	31	34	15	16	36	6
	PL	6	3	9	12	41	4
	PT	6	6	16	6	38	7
	RO	4	6	16	13	28	5
	SI	8	15	7	13	40	4
	SK	3	7	12	21	41	5
	FI	12	26	9	13	35	2
	SE	22	51	7	7	23	2
	UK	9	16	9	7	30	6

QA10 Parmi les problèmes suivants, quels sont d'après vous les problèmes les plus sérieux qui affectent le transport aérien en (NOTRE PAYS) ? (ROTATION – MAX. 3 REPONSES)

QA10 Which of the following do you think are the most serious problems affecting air transport in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)






























QA10 Welche der folgenden Aspekte sind Ihrer Meinung nach die größten Probleme der Luftfahrt in (UNSER LAND)? (ROTIEREN – MAX. 3 NENNUNGEN)

		Les services dans les aéroports (magasins, restaurants, salles d'attente) Airport services (shops, restaurants, lounges) Serviceangebot am Flughafen (Geschäfte, Restaurants, Lounges)	Le manque de destinations depuis l'aéroport le plus proche Lack of destinations from your closest airport Mangel an Flugzielen am nächstgelegenen Flughafen	La disponibilité des transports publics vers ou depuis l'aéroport le plus proche Availability of public transport to or from your closest airport Verfügbarkeit öffentlicher Verkehrsmittel für die Fahrt zum oder vom nächstgelegenen Flughafen	Autre (SP.) Other (SP.) Sonstige (SP.)	Aucun (SP.) None (SP.) Nichts davon (SP.)	NSP DK WN
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	3	16	16	4	7	22
	BE	3	12	17	2	12	9
	BG	2	14	6	1	3	32
	CZ	4	12	14	2	5	22
	DK	3	14	17	6	15	19
	DE	3	9	15	5	11	27
	EE	1	21	8	2	9	42
	IE	5	22	19	4	13	10
	EL	3	20	22	4	6	7
	ES	4	15	16	5	5	20
	FR	3	23	20	7	3	17
	HR	5	21	13	2	3	20
	IT	5	22	23	3	7	12
	CY	8	16	15	9	3	6
	LV	3	14	11	4	10	23
	LT	2	13	12	4	13	27
	LU	4	26	9	6	13	12
	HU	3	10	13	4	12	29
	MT	3	10	6	4	6	20
	NL	1	16	14	6	9	14
	AT	6	23	19	4	6	6
	PL	2	15	12	1	6	31
	PT	2	8	11	4	13	25
	RO	4	12	9	3	4	40
	SI	4	22	13	9	5	20
	SK	6	20	10	4	4	25
	FI	3	22	19	6	8	14
	SE	2	18	23	4	8	8
	UK	3	14	12	5	9	26

QA11 Après une décennie d'interdiction, dans quelle mesure serait-il important pour vous de pouvoir emmener plus de liquides que la limite actuelle, au-delà des postes de sécurité dans les aéroports en vue de les prendre avec vous dans l'avion ?

QA11 After a decade of the ban on liquids, how important would it be for you to be able to bring liquids above the current limit through the security checkpoints at airports, in order to bring them with you on board the plane?






























QA11 Wie wichtig wäre es für Sie nach einem Jahrzehnt des Flüssigkeitsverbots, erneut Flüssigkeiten in Mengen, die den derzeit geltenden Grenzwert übersteigen, durch die Sicherheitskontrollen am Flughafen und auch an Bord des Flugzeugs mitnehmen zu können?

		Très important	Plutôt important	Plutôt pas important	Pas du tout important	Pas applicable (SP.)	NSP	Total 'Important'	Total 'Pas important'
		Very important	Fairly important	Not very important	Not at all important	Not applicable (SP.)	DK	Total 'Important'	Total 'Not important'
		Sehr wichtig	Eher wichtig	Nicht sehr wichtig	Überhaupt nicht wichtig	Trifft nicht zu (SP.)	WN	Gesamt 'Wichtig'	Gesamt 'Nicht wichtig'
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	10	20	25	28	9	8	30	53
	BE	12	26	27	27	6	2	38	54
	BG	8	18	16	25	11	22	26	41
	CZ	7	21	26	33	4	9	28	59
	DK	8	13	27	45	5	2	21	72
	DE	7	13	26	31	13	10	20	57
	EE	3	15	20	24	24	14	18	44
	IE	17	21	25	35	1	1	38	60
	EL	19	26	23	22	4	6	45	45
	ES	12	22	25	31	7	3	34	56
	FR	7	22	30	27	5	9	29	57
	HR	12	20	26	30	6	6	32	56
	IT	12	29	23	25	4	7	41	48
	CY	20	27	26	23	2	2	47	49
	LV	11	16	26	32	10	5	27	58
	LT	11	17	20	35	12	5	28	55
	LU	11	17	31	31	6	4	28	62
	HU	13	23	12	18	30	4	36	30
	MT	14	20	31	25	3	7	34	56
	NL	8	16	34	35	4	3	24	69
	AT	19	16	25	31	5	4	35	56
	PL	6	24	19	19	15	17	30	38
	PT	9	26	21	17	21	6	35	38
	RO	7	24	19	16	17	17	31	35
	SI	15	11	22	34	9	9	26	56
	SK	14	26	23	21	3	13	40	44
	FI	6	16	29	40	4	5	22	69
	SE	6	17	29	45	1	2	23	74
	UK	11	14	28	34	7	6	25	62

QA12 Parmi les problèmes suivants, quels sont d'après vous les problèmes les plus sérieux qui affectent le transport maritime ou fluvial en (NOTRE PAYS) ? (ROTATION – MAX. 3 REPONSES)

QA12 Which of the following do you think are the most serious problems affecting sea or river transport in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)



QA12 Welche der folgenden Aspekte sind Ihrer Meinung nach die größten Probleme der See- oder Flussfahrt in (UNSER LAND)? (ROTIEREN – MAX. 3 NENNUNGEN)

		La pollution sonore	La pollution de l'eau	La sécurité	Des liaisons réduites dans le transport maritime ou fluvial	Le prix des billets	L'absence d'un service fréquent	L'accessibilité
		Noise pollution	Water pollution	Security	Reduced sea or river transport links	Ticket prices	Lack of frequent services	Accessibility
		Lärm-belastung	Wasserverschmutzung	Sicherheit	Beschränkte See- oder Flussverkehrsverbindungen	Fahrpreise	Zu geringe Verkehrsfrequenz	Zugänglichkeit/Barrierefreiheit
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	2	15	9	15	18	14	10
	BE	2	21	11	17	11	12	19
	BG	1	18	17	13	14	9	14
	CZ	2	13	9	23	15	12	27
	DK	3	13	4	20	28	20	5
	DE	2	18	4	14	13	12	4
	EE	1	11	5	11	17	9	6
	IE	1	11	14	10	16	16	13
	EL	2	20	14	40	54	33	19
	ES	1	9	8	11	18	8	8
	FR	2	19	7	16	18	12	13
	HR	5	13	13	28	39	27	14
	IT	3	16	22	19	32	22	15
	CY	2	14	12	30	41	26	8
	LV	1	12	12	9	15	15	20
	LT	3	14	11	8	15	10	18
	LU	0	5	2	5	4	4	4
	HU	3	14	9	21	18	11	18
	MT	3	16	11	6	20	16	13
	NL	1	19	7	8	10	16	12
	AT	6	23	9	34	24	30	9
	PL	4	11	9	17	16	15	4
	PT	3	9	11	18	16	12	13
	RO	3	14	10	12	12	11	5
	SI	3	16	6	10	9	14	23
	SK	2	12	6	24	9	8	20
	FI	3	36	10	16	11	11	1
	SE	5	27	9	13	10	17	19
	UK	1	9	6	6	10	11	8

QA12 Parmi les problèmes suivants, quels sont d'après vous les problèmes les plus sérieux qui affectent le transport maritime ou fluvial en (NOTRE PAYS) ? (ROTATION – MAX. 3 REPONSES)

QA12 Which of the following do you think are the most serious problems affecting sea or river transport in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)






























QA12 Welche der folgenden Aspekte sind Ihrer Meinung nach die größten Probleme der See- oder Flussfahrt in (UNSER LAND)? (ROTIEREN – MAX. 3 NENNUNGEN)

		Autre (SP.)	Aucun (SP.)	NSP
		Other (SP.)	None (SP.)	DK
		Sonstige (SP.)	Nichts davon (SP.)	WN
%		EB 82.2	EB 82.2	EB 82.2
	EU 28	3	9	40
	BE	2	9	33
	BG	1	2	48
	CZ	3	4	35
	DK	8	16	20
	DE	2	13	48
	EE	3	19	38
	IE	4	14	32
	EL	4	5	5
	ES	3	9	49
	FR	6	5	39
	HR	3	4	19
	IT	2	4	24
	CY	6	7	20
	LV	4	9	30
	LT	4	15	34
	LU	5	32	47
	HU	3	13	31
	MT	5	21	15
	NL	6	13	35
	AT	3	10	18
	PL	3	8	42
	PT	2	13	38
	RO	3	5	54
	SI	12	7	35
	SK	7	5	38
	FI	8	16	17
	SE	6	13	24
	UK	2	7	56

QA13 Parmi les problèmes suivants, quels sont d'après vous les problèmes les plus sérieux qui affectent les routes en (NOTRE PAYS) ? (ROTATION – MAX. 3 REPONSES)

QA13 Which of the following do you think are the most serious problems affecting roads in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)






























QA13 Welche der folgenden Aspekte sind Ihrer Meinung nach die größten Probleme des Straßenverkehrs in (UNSER LAND)? (ROTIEREN – MAX. 3 NENNUNGEN)

		Les embouteillages	La pollution sonore	La pollution de l'air	La sécurité	Le manque de liaisons routières (entre les villes ou à travers les frontières)	L'entretien des routes
		Road congestion	Noise pollution	Air pollution	Security	Missing road links (between cities or across borders)	Road maintenance
		Überlastung der Straßen	Lärm-belastung	Luft-verschmutzung	Sicherheit	Fehlende Straßenverbindungen (zwischen Städten oder grenzübergreifend)	Straßener-haltung
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	60	10	20	30	7	59
	BE	78	9	25	29	4	59
	BG	37	6	17	52	10	83
	CZ	62	10	21	36	9	78
	DK	66	12	28	13	5	58
	DE	81	19	23	15	4	63
	EE	31	7	13	30	5	56
	IE	51	3	6	39	13	60
	EL	45	5	14	50	14	76
	ES	53	5	13	31	3	67
	FR	61	12	33	33	4	39
	HR	40	11	16	33	10	66
	IT	51	8	21	45	10	59
	CY	61	10	7	30	21	45
	LV	36	3	9	27	8	83
	LT	38	15	23	30	7	52
	LU	86	11	22	21	8	21
	HU	43	10	22	27	13	71
	MT	82	13	31	13	13	58
	NL	76	12	33	16	5	39
	AT	67	35	36	20	6	30
	PL	49	10	12	37	11	52
	PT	35	6	12	46	7	62
	RO	41	6	12	36	17	64
	SI	60	11	17	21	6	80
	SK	57	9	15	25	16	74
	FI	38	6	25	32	3	66
	SE	34	11	41	31	3	58
	UK	69	5	11	19	5	67

QA13 Parmi les problèmes suivants, quels sont d'après vous les problèmes les plus sérieux qui affectent les routes en (NOTRE PAYS) ? (ROTATION – MAX. 3 REponses)

QA13 Which of the following do you think are the most serious problems affecting roads in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)

QA13 Welche der folgenden Aspekte sind Ihrer Meinung nach die größten Probleme des Straßenverkehrs in (UNSER LAND)? (ROTIEREN – MAX. 3 NENNUNGEN)






























		La quantité de fret transporté par la route	Autre (SP.)	Aucun (SP.)	NSP
		The amount of freight being transported by road	Other (SP.)	None (SP.)	DK
		Die Menge des Frachtguts, das über die Straße transportiert wird	Sonstige (SP.)	Nichts davon (SP.)	WN
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	27	3	1	3
	BE	25	1	2	1
	BG	15	2	0	2
	CZ	33	1	1	2
	DK	23	4	4	2
	DE	42	4	1	1
	EE	12	4	10	7
	IE	17	3	3	2
	EL	21	7	2	1
	ES	14	3	2	3
	FR	33	4	1	4
	HR	22	2	2	2
	IT	26	2	1	4
	CY	14	4	4	2
	LV	20	3	1	3
	LT	12	2	5	5
	LU	34	5	4	1
	HU	22	3	5	2
	MT	21	3	1	1
	NL	34	5	2	2
	AT	41	2	1	1
	PL	20	3	1	7
	PT	18	7	2	5
	RO	15	3	0	6
	SI	41	3	1	1
	SK	36	2	1	2
	FI	29	4	4	2
	SE	48	2	4	1
	UK	19	2	1	3



QA14 Parmi les suivantes, quelles devraient être les priorités pour améliorer la sécurité sur les routes en (NOTRE PAYS) ? (ROTATION – MAX. 3 REPONSES)

QA14 Which of the following do you think should be the priorities for improving safety on roads in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)






























QA14 Welche der folgenden Vorschläge zur Verbesserung der Sicherheit auf den Straßen in (UNSER LAND) sollten Ihrer Meinung nach Priorität haben? (ROTIEREN – MAX. 3 NENNUNGEN)

		Plus de formation pour les conducteurs	Des limites de vitesse plus strictes	Un contrôle plus strict de l'utilisation des appareils électroniques au volant	Un accès facile et en temps voulu à l'information sur la circulation lorsque l'on voyage	Une tolérance zéro sur l'alcool
		More training for drivers	Stricter speed limits	Stricter control on the use of electronic devices while driving	Easy and timely access to traffic information when travelling	Zero alcohol tolerance
		Bessere Schulung der Fahrer	Strengere Geschwindigkeitsbeschränkungen	Strengere Kontrolle der Benutzung elektronischer Geräte am Steuer	Einfacher und rechtzeitiger Zugang zu Verkehrsinformationen während der Fahrt	Absolutes Alkoholverbot
	%	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
 EU 28		21	27	27	15	49
 BE		20	30	32	13	47
 BG		27	50	17	10	57
 CZ		14	34	13	18	40
 DK		16	11	49	19	53
 DE		16	33	30	14	49
 EE		23	22	14	10	51
 IE		28	35	42	12	46
 EL		31	42	21	15	41
 ES		18	24	17	14	55
 FR		29	20	33	17	49
 HR		25	39	30	14	34
 IT		18	34	25	16	51
 CY		41	44	22	15	38
 LV		19	30	16	12	50
 LT		28	39	17	13	59
 LU		19	31	46	17	40
 HU		17	30	22	17	37
 MT		22	34	43	15	38
 NL		20	18	59	22	55
 AT		34	24	33	14	52
 PL		13	18	13	19	55
 PT		34	35	18	18	36
 RO		32	34	12	10	45
 SI		27	19	22	16	36
 SK		22	22	11	17	46
 FI		15	15	33	13	47
 SE		17	11	44	12	64
 UK		22	26	35	10	40

QA14 Parmi les suivantes, quelles devraient être les priorités pour améliorer la sécurité sur les routes en (NOTRE PAYS) ? (ROTATION – MAX. 3 REPONSES)

QA14 Which of the following do you think should be the priorities for improving safety on roads in (OUR COUNTRY)? (ROTATE – MAX. 3 ANSWERS)






























QA14 Welche der folgenden Vorschläge zur Verbesserung der Sicherheit auf den Straßen in (UNSER LAND) sollten Ihrer Meinung nach Priorität haben? (ROTIEREN – MAX. 3 NENNUNGEN)

		Des contrôles de police fréquents	Une amélioration de l'entretien des routes	Autre (SP.)	Aucun (SP.)	NSP
		Frequent police controls	Improved road maintenance	Other (SP.)	None (SP.)	DK
		Häufige Polizeikontrollen	Besserer Straßenerhalt	Sonstige (SP.)	Nichts davon (SP.)	WN
	%	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	25	56	3	1	2
	BE	27	59	2	1	0
	BG	29	66	0	0	1
	CZ	34	77	3	0	1
	DK	31	50	3	2	1
	DE	25	64	4	2	1
	EE	30	54	3	2	5
	IE	26	44	2	1	0
	EL	34	74	5	0	0
	ES	21	66	3	0	1
	FR	20	39	4	1	2
	HR	35	57	1	0	1
	IT	35	55	2	0	2
	CY	42	35	2	1	0
	LV	17	79	2	1	1
	LT	23	51	2	1	2
	LU	42	15	6	3	1
	HU	28	65	2	3	1
	MT	38	52	3	0	1
	NL	19	23	7	3	2
	AT	34	38	4	4	1
	PL	31	54	4	1	4
	PT	25	55	3	1	2
	RO	27	55	2	0	3
	SI	15	78	6	1	1
	SK	20	77	3	0	1
	FI	24	69	4	2	1
	SE	36	60	5	1	1
	UK	15	57	3	1	3

QA15 Avec la technologie d'aujourd'hui, les véhicules peuvent être connectés en permanence. D'un côté, cela permettrait une meilleure gestion du trafic et devrait rendre le voyage plus facile et plus sûr. De l'autre, cela signifie que la localisation des véhicules serait disponible en ligne. Accepteriez-vous que votre véhicule soit connecté ou non ?

QA15 With today's technology, vehicles can be connected at all times. On the one hand this would allow a better traffic management and should make the journey easier and safer. On the other hand, it means that the vehicle's location would be available online. Would you agree to have your vehicle connected or not?






























QA15 Dank der heutigen technischen Möglichkeiten können Fahrzeuge jederzeit mit dem Internet verbunden sein. Einerseits würde dies ein besseres Verkehrsmanagement ermöglichen und somit die Fahrt einfacher und sicherer machen. Andererseits würde dies bedeuten, dass die Informationen zur Position des Fahrzeugs online verfügbar wären. Wären Sie damit einverstanden, Ihr Fahrzeug mit dem Internet zu verbinden oder nicht?

		Oui, à tout moment	Oui, à tout moment, mais seulement si vos données personnelles sont rendues anonymes	Oui, mais uniquement quand vous le décidez	Non	NSP	Total 'Oui'	Total 'Oui, mais sous certaines conditions'
		Yes, at all times	Yes, at all times but only if your personal data is anonymised	Yes, but only when you decide to	No	DK	Total 'Yes'	Total 'Yes, but under certain conditions'
		Ja, jederzeit	Ja, jederzeit, aber nur wenn Ihre persönliche Daten anonymisiert werden	Ja, aber nur dann, wenn Sie sich dazu entscheiden	Nein	WN	Gesamt 'Ja'	Total 'Oui, mais sous certaines conditions'
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
 EU 28		13	16	21	41	8	51	38
 BE		19	17	22	39	3	58	39
 BG		8	13	23	33	24	43	36
 CZ		7	16	31	39	7	54	48
 DK		23	21	28	24	4	72	49
 DE		8	16	19	51	6	43	34
 EE		10	10	26	36	19	46	36
 IE		18	16	21	40	5	55	37
 EL		8	12	28	47	5	48	40
 ES		12	15	24	42	7	50	38
 FR		14	15	22	48	2	50	37
 HR		10	14	24	46	5	48	38
 IT		14	20	26	30	9	60	46
 CY		13	13	33	34	6	59	46
 LV		9	15	29	35	12	53	44
 LT		12	13	24	38	14	48	36
 LU		15	17	25	39	4	56	42
 HU		9	11	24	51	6	43	34
 MT		15	21	23	29	11	59	44
 NL		14	30	24	29	3	69	54
 AT		8	18	19	52	4	44	37
 PL		8	12	17	45	18	37	29
 PT		12	18	20	37	13	50	38
 RO		19	14	16	33	19	49	30
 SI		8	10	21	55	7	39	31
 SK		7	12	25	45	10	44	37
 FI		15	22	29	29	4	66	51
 SE		26	20	29	22	3	75	49
 UK		23	19	13	36	10	54	31

QA16 Quoique le secteur des transports offre des emplois en Europe pour des gens ayant des diplômes variés comme les ingénieurs, les conducteurs ou les pilotes, les employés de la construction, les commerciaux, etc., il reste peu attractif pour de nombreuses personnes. A votre avis, que faut-il faire pour rendre le secteur des transports plus attractif pour les personnes en recherche d'emploi ? (ROTATION – MAX. 2 REPONSES)

QA16 Although the transport sector offers jobs in Europe for people with different qualifications such as engineers, drivers or pilots, construction workers, commercial profiles, etc. it remains unattractive for many people. In your opinion, what needs to be done to make transport a more attractive sector for job seekers? (ROTATE – MAX. 2 ANSWERS)






























QA16 Obwohl der Verkehrssektor in Europa Menschen mit verschiedenen Qualifikationen, wie z. B. Ingenieuren, Fahrern oder Piloten, Bauarbeitern, Menschen mit kaufmännischer Ausbildung usw., Beschäftigung bietet, bleibt diese Branche für viele Menschen unattraktiv. Was muss Ihrer Meinung nach getan werden, um das Verkehrswesen für Arbeitssuchende attraktiver zu machen? (ROTIEREN – MAX. 2 NENNUNGEN)

		De meilleures conditions de travail	Des salaires plus élevés	Des campagnes d'information pour informer le public des possibilités	Des lieux de travail plus sûrs	De meilleures perspectives de carrière	Plus de formations et de diplômes
		Better working conditions	Higher wages	Information campaigns to inform the public about possibilities	Increased security in the workplace	Better career prospects	More training and qualifications
		Bessere Arbeitsbedingungen	Höhere Gehälter	Informationskampagnen, um die Öffentlichkeit über die Möglichkeiten zu informieren	Höhere Sicherheit am Arbeitsplatz	Bessere Karriereaussichten	Mehr Schulungen und qualifizierende Weiterbildungen
%		EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2	EB 82.2
	EU 28	37	41	20	17	20	18
	BE	41	37	18	16	27	20
	BG	36	70	13	23	11	15
	CZ	44	62	13	15	16	14
	DK	44	27	22	18	17	25
	DE	42	34	19	18	17	18
	EE	40	67	9	11	12	10
	IE	24	40	24	10	33	27
	EL	40	54	13	27	22	20
	ES	42	39	24	20	14	14
	FR	37	36	28	11	28	16
	HR	47	59	12	14	14	20
	IT	28	30	32	28	18	24
	CY	36	57	18	17	21	15
	LV	41	64	8	15	15	19
	LT	43	69	7	16	14	15
	LU	35	24	24	18	25	17
	HU	35	64	12	18	18	13
	MT	39	49	16	16	19	24
	NL	41	35	25	15	26	16
	AT	46	50	12	21	17	19
	PL	41	58	10	12	14	6
	PT	34	40	19	17	29	19
	RO	37	60	11	21	12	15
	SI	43	50	7	13	19	13
	SK	47	72	9	12	15	11
	FI	46	44	19	21	16	16
	SE	51	28	22	27	18	19
	UK	25	35	14	9	27	24

QA16 Quoique le secteur des transports offre des emplois en Europe pour des gens ayant des diplômes variés comme les ingénieurs, les conducteurs ou les pilotes, les employés de la construction, les commerciaux, etc., il reste peu attractif pour de nombreuses personnes. A votre avis, que faut-il faire pour rendre le secteur des transports plus attractif pour les personnes en recherche d'emploi ? (ROTATION – MAX. 2 REPONSES)

QA16 Although the transport sector offers jobs in Europe for people with different qualifications such as engineers, drivers or pilots, construction workers, commercial profiles, etc. it remains unattractive for many people. In your opinion, what needs to be done to make transport a more attractive sector for job seekers? (ROTATE – MAX. 2 ANSWERS)

QA16 Obwohl der Verkehrssektor in Europa Menschen mit verschiedenen Qualifikationen, wie z. B. Ingenieuren, Fahrern oder Piloten, Bauarbeitern, Menschen mit kaufmännischer Ausbildung usw., Beschäftigung bietet, bleibt diese Branche für viele Menschen unattraktiv. Was muss Ihrer Meinung nach getan werden, um das Verkehrswesen für Arbeitssuchende attraktiver zu machen? (ROTIEREN – MAX. 2 NENNUNGEN)

		Autre (SP.)	Rien ne peut être fait pour rendre ce secteur plus attractif (SP.)	NSP
		Other (SP.)	Nothing can be done to make transport a more attractive sector (SP.)	DK
		Sonstige (SP.)	Es kann nichts getan werden, um das Verkehrswesen zu einer attraktiveren Branche zu machen (SP.)	WN
%		EB 82.2	EB 82.2	EB 82.2
	EU 28	2	2	9
	BE	3	1	4
	BG	0	2	5
	CZ	1	1	4
	DK	3	2	10
	DE	1	5	13
	EE	1	3	11
	IE	1	1	8
	EL	3	1	5
	ES	2	2	5
	FR	3	1	8
	HR	1	0	5
	IT	1	1	7
	CY	0	3	8
	LV	2	1	5
	LT	1	1	4
	LU	6	3	7
	HU	1	6	4
	MT	1	0	4
	NL	5	1	7
	AT	1	5	3
	PL	1	5	12
	PT	1	2	7
	RO	2	1	8
	SI	6	2	9
	SK	1	1	4
	FI	4	1	5
	SE	3	1	5
	UK	2	1	17