

Flash Eurobarometer 312  
October 2010

Future of Transport

Basic bilingual questionnaire

The GALLUP Organization

**FLASH 312 – EUROBAROMETER  
PREPARATION FOR THE WHITE PAPER ON THE FUTURE OF TRANSPORT**

**D1. Gender**

*[DO NOT ASK - MARK APPROPRIATE]*

- [1] Male
- [2] Female

**D2. How old are you?**

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

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

[Write in THE AGE WHEN EDUCATION WAS TERMINATED]

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

**D1. Sexe**

*[NE PAS DEMANDER - NOTER COMME APPROPRIE]*

- [1] Homme
- [2] Femme

**D2. Quel âge avez-vous?**

- [ ][ ] ans
- [00] [REFUS/PAS DE REPONSE]

**D3. Quel âge aviez-vous quand vous avez terminé vos études à temps plein?**

[Noter l'âge de fin d'études]

- [ ][ ] ans
- [99] [REFUS/PAS DE REPONSE]
- [01] [Jamais suivi des études à temps plein]
- [00] [Toujours en train de poursuivre des études à temps plein]

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

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

**- Self-employed**

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

**- Employee**

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

**- Manual worker**

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

**- Without a professional activity**

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

- [Refusal] .....99

**D4. Concernant votre emploi actuel, êtes vous indépendant, employé, ouvrier ou sans activité professionnelle? Cela veut-il dire que vous êtes un(une)...**

*[SI UNE REPONSE EST DONNEE A LA CATEGORIE PRINCIPALE, LIRE LES SOUS CATEGORIES RESPECTIVES]*

**- Profession libérale/ indépendant**

- i.e. : - agriculteur, sylviculteur, pêcheur ..... 11
- commerçant, artisan ..... 12
- profession libérale (avocat, médecin, comptable, architecte...)..... 13
- dirigeant d'entreprise ..... 14
- autre ..... 15

**- Employé (e)**

- i.e. : - cadre employé (médecin sous convention, avocat, comptable, architecte) ..... 21
- direction générale, directeur ou direction supérieure ..... 22
- cadre moyen..... 23
- fonctionnaire ..... 24
- employé(e) de bureau..... 25
- autre salarié (commercial, infirmière etc...)..... 26
- autre ..... 27

**- Ouvrier**

- i.e. : - superviseur/agent de maîtrise (chef d'équipe, etc...)..... 31
- ouvrier ..... 32
- ouvrier non qualifié..... 33
- autre ..... 34

**- Sans activité professionnelle**

- i.e. : - femme/ Homme au foyer ..... 41
- étudiant (temps plein) ..... 42
- retraité ..... 43
- demandeur d'emploi ..... 44
- autre ..... 45

- [Refus] ..... 99

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

- metropolitan zone ..... 1
- other town/urban centre ..... 2
- rural zone ..... 3
- [DK/NA] ..... 9

**D7. What is the main mode of transport that you use for your daily activities?**  
[ONE ANSWER ALLOWED]

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

**MAIN QUESTIONNAIRE**

**ASK ALL**

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

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

**D6. Diriez-vous que vous vivez ...?**

- zone métropolitaine ..... 1
- autre ville/centre urbain ..... 2
- zone rurale ..... 3
- [NSP/SR] ..... 9

**D7. Quel mode de transport principal utilisez-vous pour vos activités quotidiennes ?**

[UNE SEULE REPONSE POSSIBLE]

- Voiture ..... 1
- Transport public ..... 2
- Marche ..... 3
- Vélo ..... 4
- Moto ..... 5
- Autre ..... 6
- [Pas de mobilité quotidienne / régulière] ..... 7
- [N.S.P. / Sans réponse] ..... 9

**MAIN QUESTIONNAIRE**

**DEMANDER A TOUS**

**Q1. Dans quelle mesure êtes-vous d'accord avec le fait de remplacer les charges existantes pour la voiture, comme par exemple les taxes pour l'immatriculation et la circulation, par des systèmes de paiement qui prennent en compte l'utilisation réelle de la voiture, comme les kilomètres parcourus ou l'utilisation de celle-ci aux heures de pointe ?**

- Tout à fait d'accord ..... 4
- D'accord ..... 3
- Pas d'accord ..... 2
- Pas du tout d'accord ..... 1
- [N.S.P. / Sans réponse] ..... 9

**Q2. In the future cars might have to compromise on some of their current characteristics in order to reduce emissions.**

**How likely would you say, are you to compromise on the following characteristics?**

- Very likely ..... 4
- Likely ..... 3
- Not likely ..... 2
- Not likely at all ..... 1
- [DK/NA] ..... 9

- A. Speed ..... 1 2 3 4 9
- B. Size ..... 1 2 3 4 9
- C. Range – the distance before having to refuel/recharge the car..... 1 2 3 4 9
- D. Cost when purchasing the car ..... 1 2 3 4 9
- E. Other (SPECIFY) ..... 1 2 3 4 9

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

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

- Very important ..... 1
- Rather important ..... 2
- Rather unimportant ..... 3
- Not important at all ..... 4
- [DK/NA] ..... 9

- A. Lack of reliability..... 1 2 3 4 9
- B. Lack of connections ..... 1 2 3 4 9
- C. Lack of information on schedules..... 1 2 3 4 9
- D. Low frequency of service ..... 1 2 3 4 9
- E. Security concerns..... 1 2 3 4 9
- F. Too expensive ..... 1 2 3 4 9
- G. Not as convenient as a car ..... 1 2 3 4 9

**Q2. Dans le futur les voitures pourraient avoir à faire des compromis sur certaines de leurs caractéristiques actuelles afin de réduire leurs émissions.**

**Dans quelle mesure diriez-vous que vous êtes prêt à faire des compromis sur les caractéristiques suivantes ?**

- Tout à fait prêt ..... 4
- Prêt ..... 3
- Pas prêt ..... 2
- Pas du tout prêt ..... 1
- [N.S.P. / Sans réponse] ..... 9

- A. La vitesse ..... 1 2 3 4 9
- B. La taille ..... 1 2 3 4 9
- C. Autonomie - la distance parcourue avant de devoir refaire un plein / recharger les batteries de la voiture ..... 1 2 3 4 9
- D. Le coût au moment de l'achat de la voiture ..... 1 2 3 4 9
- E. Autre (SPECIFIER) ..... 1 2 3 4 9

**NE DEMANDER QU'À CEUX QUI UTILISENT LA VOITURE COMME MODE DE TRANSPORT PRINCIPAL**

**Q3. Si votre mode de transport principal n'est pas un transport public, veuillez me dire dans quelle mesure les raisons suivantes sont importantes dans le fait que vous n'avez pas choisi un système de transport public ?**

- Très importante..... 1
- Plutôt importante..... 2
- Plutôt pas importante ..... 3
- Pas du tout importante ..... 4
- [N.S.P. / Sans réponse] ..... 9

- A. Manque de fiabilité..... 1 2 3 4 9
- B. Manque de correspondances/connections ..... 1 2 3 4 9
- C. Manque d'information sur les horaires ..... 1 2 3 4 9
- D. Faible fréquence du service ..... 1 2 3 4 9
- E. Problèmes de sécurité..... 1 2 3 4 9
- F. Trop cher ..... 1 2 3 4 9
- G. N'est pas aussi pratique qu'une voiture ..... 1 2 3 4 9

**ASK ALL**

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

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

**ASK IF D7=1**

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

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

**DEMANDER A TOUS**

**Q4. Envisageriez-vous d'utiliser un transport public plus fréquemment s'il était possible d'acheter un ticket unique couvrant tous les modes de transports possibles (comme le bus, le train ou le tramway) pour votre déplacement ?**

- Oui, certainement ..... 1  
 Oui, peut-être ..... 2  
 Non ..... 3  
 [N.S.P. / Sans réponse] ..... 9

**DEMANDER SI D7 = 1**

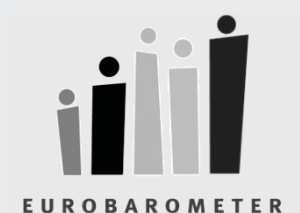
**Q5. Veuillez me dire si les choses suivantes vous encouragerait ou pas à associer différents modes de transport au lieu d'utiliser votre voiture ?**

- Encouragerait ..... 1  
 N'encouragerait pas ..... 2  
 [N.S.P. / Sans réponse] ..... 9
- A. La possibilité d'acheter des tickets sur internet ..... 1 2 9  
 B. Le transfert facile d'un mode de transport à un autre ..... 1 2 9  
 C. Des terminaux agréables ..... 1 2 9  
 D. De meilleures informations (sur internet) sur les horaires ..... 1 2 9

Flash EB Series #312

## Future of transport

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



Survey co-ordinated by  
Directorate General Communication

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

**THE GALLUP ORGANIZATION**

## Survey details

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

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

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

Belgium	BE	Gallup Europe	(Interviews : 15/10/2010 - 19/10/2010)
Czech Republic	CZ	Focus Agency	(Interviews : 15/10/2010 - 19/10/2010)
Denmark	DK	Norstat Denmark	(Interviews : 15/10/2010 - 19/10/2010)
Germany	DE	IFAK	(Interviews : 15/10/2010 - 19/10/2010)
Estonia	EE	Saar Poll	(Interviews : 15/10/2010 - 19/10/2010)
Greece	EL	Metroanalysis	(Interviews : 15/10/2010 - 19/10/2010)
Spain	ES	Gallup Spain	(Interviews : 15/10/2010 - 19/10/2010)
France	FR	Efficienc3	(Interviews : 15/10/2010 - 19/10/2010)
Ireland	IE	Gallup UK	(Interviews : 15/10/2010 - 19/10/2010)
Italy	IT	Demoskopoea	(Interviews : 15/10/2010 - 19/10/2010)
Cyprus	CY	CYMAR	(Interviews : 15/10/2010 - 19/10/2010)
Latvia	LV	Latvian Facts	(Interviews : 15/10/2010 - 19/10/2010)
Lithuania	LT	Baltic Survey	(Interviews : 15/10/2010 - 19/10/2010)
Luxembourg	LU	Gallup Europe	(Interviews : 15/10/2010 - 19/10/2010)
Hungary	HU	Gallup Hungary	(Interviews : 15/10/2010 - 19/10/2010)
Malta	MT	MISCO	(Interviews : 15/10/2010 - 19/10/2010)
Netherlands	NL	MSR	(Interviews : 15/10/2010 - 19/10/2010)
Austria	AT	Spectra	(Interviews : 15/10/2010 - 19/10/2010)
Poland	PL	Gallup Poland	(Interviews : 15/10/2010 - 19/10/2010)
Portugal	PT	Consulmark	(Interviews : 15/10/2010 - 19/10/2010)
Slovenia	SI	Cati d.o.o	(Interviews : 15/10/2010 - 19/10/2010)
Slovakia	SK	Focus Agency	(Interviews : 15/10/2010 - 19/10/2010)
Finland	FI	Norstat Finland Oy	(Interviews : 15/10/2010 - 19/10/2010)
Sweden	SE	Norstat Sweden	(Interviews : 15/10/2010 - 19/10/2010)
United Kingdom	UK	Gallup UK	(Interviews : 15/10/2010 - 19/10/2010)
Bulgaria	BG	Vitoshia	(Interviews : 15/10/2010 - 19/10/2010)
Romania	RO	Gallup Romania	(Interviews : 15/10/2010 - 19/10/2010)

### Representativeness of the results

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

### Sizes of the sample

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

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



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

### TOTAL INTERVIEWS

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

### Questionnaires

- 1.
2. The institutes listed above translated the questionnaire in their respective national language(s).
- 3.

### Tables of results

#### VOLUME A: COUNTRY BY COUNTRY

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

#### VOLUME B: RESPONDENTS' DEMOGRAPHICS

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

Volume B:  
 Sex (Male, Female)  
 Age (15-24, 25-39, 40-54, 55 +)  
 Education (15&-, 16-20, 21&+, Still in full time education)  
 Subjective urbanisation (Metropolitan zone, Other town/urban centre, Rural zone)  
 Occupation (Self-employed, Employee, Manual worker, Not working)

### Sampling error

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

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

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

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

Margin of error (95% confidence interval)

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

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

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

## Evaluation of the samples

The attached tables (after the Technical Report tables) provide a detailed insight to the within country weighting of the study. (For cross-country weights please refer to the table on previous page) The weighting of the dataset is a three-fold exercise.

In the *first step* we will apply the basic **selection probability weights**, primarily to avoid the overcoverage of households with multiple telephone lines. In the same step, we calculate the weights that corrects the estimations based on the merged **dual frame** samples, i.e., weights that deal with phone owners;

In the *second step*, on a country-by-country basis, a **nonresponse population weighting** was carried out. As nonresponse rates vary by social segments, the sample characteristics reflect such differences as well (i.e., there are usually less males and especially less young people in the samples than in the universe.) In this step, we compensated for the nonresponse bias that stems from the field execution process. The most advanced method for eliminating such deviations is the so-called *Raking Adjustment for Nonresponse* (raking). Gallup applied this method. This procedure performs iterative proportional fitting in contingency table analysis. This method is also used to deal with the problem of large variability of weights. When weighting classes are formed based on full cross-classification of the auxiliary variables, the result is a large number of weighting classes with unstable response rates.

However, one drawback is that raking assumes that the variables used for adjustment are independent. Raking works in the following way:

- 1) sets initial weight factor values in each cross-classification term to 1;
- 2) adjusts the weight factors of the first cross-classification term so the weighted sample is representative for the variables involved;
- 3) adjusts the weight factors for the next cross-classification term so the weighted sample becomes representative with respect to the variables involved (this might disrupt the representativeness with respect to the variables involved);
- 4) repeats this adjustment for all cross-classification terms;
- 5) repeats all steps until the factors do not change.

A common approach to weighting is to determine the sample weights adjusting for unequal probabilities of selection, revise these weights to compensate for different sub-class response rates, and finally modify the weights again to conform the weighted sample distribution for certain variables (e.g., age, gender, activity etc.) to the known population distributions of the same variables.

The following variables will be used in all national raking procedures (with categories levels used):

### **Age X Sex**

male, 15-29  
male, 30-49  
male, 50 -64  
male, 65+  
female, 15-29  
female, 30-49  
female, 50 -64  
female, 65+

### **Activity**

Active worker  
Non-active

### **Regions ( NUTS2)**

Please note that levels might be collapsed to achieve convergence or universe information is not available in the necessary detail.

© European Communities  
The Eurobarometer questionnaires are reproduced  
by permission of its publishers,  
the Office for Official Publications of the European Communities,  
2 rue Mercier, L-2985 Luxembourg