

Flash-EB 206b May 2007 ZA4730

ZA4730

Flash Eurobarometer 206b

"EU Transport Policy"

Basic Questionnaire

The GALLUP Organization

on behalf of the

European Commission

Flash 206 – Attitudes on issues related to EU Transport Policy

Q1. Which of the following applies to you?

[CODE FIRST THAT APPLIES]

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

Q2. 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

Q1. Parmi les propositions suivantes, laquelle s'applique à vous?

[CODER EN PREMIER CE QUI S'APPLIQUE]

- Il y a une voiture dans votre foyer qui est principalement conduite par vous (c'est à dire qui n'est pas conduite par quelqu'un d'autre)..... 1
- Il y a une / des voiture(s) dans votre foyer, mais qui est / sont principalement conduite(s) par d'autres membres de la famille.... 2
- Il n'y a pas de voiture dans votre foyer. 3
- [N.S.P. / Sans réponse]..... 9

Q2. 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

Q3. Do you think the type of car people drive and the way they use it has an important impact on:

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

- A). the traffic situation in your area. 1 2 9
- B). the environment in your area..... 1 2 9

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

[READ AND ROTATE, ONE ANSWER ALLOWED]

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

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

Q3. Pensez-vous que le type de voiture que les personnes conduisent ainsi que leur façon de l'utiliser ont un impact important sur

- Oui 1
- Non 2
- [N.S.P. / Sans réponse]..... 9

- A) L'état de la circulation dans votre région. 1 2 9
- B). l'environnement dans votre zone..... 1 2 9

Q4. En pensant à la ville dans laquelle ou tout près de laquelle vous vivez, parmi les mesures suivantes, lesquelles pourraient, selon vous, améliorer la situation de la circulation ?

[LIRE ET FAIRE UNE ROTATION, UNE SEULE REPONSE POSSIBLE]

- de meilleurs transports publics..... 1
- des limitations dans les centres villes (parking, accès pour les voitures de particuliers ou pour les camions)..... 2
- des limitations de vitesse 3
- des frais d'utilisation de route (par ex. péages de ville) 4

- [Il n'y a pas besoin d'améliorer la situation] 5
- [Autre] 6
- [N.S.P. / Sans réponse]..... 9

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

[READ OUT, ROTATE, ONE ANSWER ALLOWED]

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

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

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

[READ OUT, ROTATE, ONE ANSWER ALLOWED]

- security of public transport,..... 1
 - closer proximity of stops to where you live, 2
 - better connection to your regular destinations, 3
 - better schedule (regularity and operating hours),..... 4
- OR
- none of the above, you would not use the car less 6
 - [DK/NA]..... 9

Q5. Le transport routier représente environ un tiers des émissions nocives de l'Union Européenne. Entre 1990 et 2004, les émissions de CO₂ provenant du transport routier ont augmenté de 26%. Quel est le meilleur moyen d'inverser cette tendance?

[LIRE, FAIRE UNE ROTATION, UNE SEULE REPONSE POSSIBLE]

- Introduire des restrictions à l'usage des voitures..... 1
- Autoriser seulement la vente de véhicules qui polluent moins2
- Promouvoir l'achat de véhicules qui consomment peu en donnant de meilleures informations.....3
- Promouvoir l'achat de véhicules qui consomment peu avec des primes d'impôts.....4
- [N.S.P. / Sans réponse]9

SI LA VOITURE EST PRINCIPALEMENT UTILISEE POUR UNE MOBILITE QUOTIDIENNE, Q2 = 1

Q6. Pour vous encourager à moins utiliser votre voiture, sur quel aspect le transport public devrait-il s'améliorer ?

[LIRE, FAIRE UNE ROTATION, UNE SEULE REPONSE POSSIBLE]

- la sécurité du transport public,..... 1
 - une proximité plus grande des arrêts de votre lieu d'habitation,..... 2
 - une meilleure connection avec vos destinations régulières, 3
 - de meilleurs horaires (régularité et heures de fonctionnement), 4
- OU
- aucun de ceux-ci, vous n'utiliserez pas moins votre voiture..... 6
 - [N.S.P. / Sans réponse] 9

IF HAS A CAR AT DISPOSAL, Q1 = 1

Q7. During the past year, have you done any of the following to save fuel?

[MULTIPLE ANSWER]

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

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

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

[READ OUT, ROTATE, ONE ANSWER ALLOWED]

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

SI LE REpondant A UNE VOITURE A DISPOSITION, Q1 = 1

Q7. Au cours de l'année passée, avez-vous réalisé l'une des opérations suivantes pour économiser du carburant ?

[PLUSIEURS REPONSES POSSIBLES]

- Oui 1
- Non 2
- [N.S.P. / Sans réponse] 9

- A) Adapté votre façon de conduire. 1 2 9
- B) Utilisé davantage les transports publics. 1 2 9
- C) Marché davantage ou utilisé davantage votre vélo 1 2 9
- D) Changé de voiture pour une autre qui consomme moins de carburant 1 2 9

Q8. Les bio carburants sont des carburants renouvelables qui peuvent réduire la dépendance des véhicules aux pétroles fossiles. Quelle est selon vous la meilleure mesure pour encourager l'utilisation de bio carburants ?

[LIRE, FAIRE UNE ROTATION, UNE SEULE REPONSE POSSIBLE]

- Des exonérations de taxes qui rendent le bio carburant moins cher 1
- Des taxes plus élevées pour les véhicules polluants qui utilisent du carburant fossile traditionnel 2
- Des standards obligatoires pour que les fabricants produisent des voitures qui utilisent du bio carburant 3
- Des subventions pour les récoltes pour la production de bio carburant 4
- [Autres mesures] 5
- [N.S.P. / Sans réponse] 9

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

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

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

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

Q11. How should the money thus collected be spent?

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

Q9. Seriez-vous prêt à payer plus pour utiliser un transport moins polluant (véhicules privés ou publics efficaces en énergie, carburants propres...)? Combien serez-vous prêt à payer en plus?
[UNE SEULE REPONSE POSSIBLE]

- Non, je ne suis pas prêt à payer plus 1
- Oui, je suis prêt à payer jusqu'à 10% en plus..... 2
- Oui, je suis prêt à payer plus de 10% en plus 3
- [N.S.P. / Sans réponse] 9

Q10. Pensez-vous que par principe tous les usagers de la route doivent payer pour les embouteillages et dommages environnementaux par l'intermédiaire de péages?

- Oui..... 1
- Non..... 2
- [N.S.P. / Sans réponse] 9

Q11. Comment l'argent ainsi collecté devrait-il être dépensé?

- Améliorer les infrastructures routières (par exemple: tunnels urbains, murs anti-bruit) 1
- Investir dans le transport public (par exemple transport par rail et urbain) 2
- Comme dépense publique générale..... 3
- [N.S.P. / Sans réponse] 9

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

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

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

- Yes..... 1
- No, although I do fly..... 2
- No, I never fly..... 3
- [DK/NA]..... 9

Q12. En vous basant sur votre expérience ou sur ce que vous en avez entendu, quelle est votre opinion sur les contrôles de sécurité dans les aéroports ?

- ils sont appropriés..... 1
- ils sont insuffisants..... 2
- ils sont excessifs 3
- Je ne suis pas concerné car je voyage rarement par avion 4
- [N.S.P. / Sans réponse] 9

Q13. Savez-vous qu'il existe pour les passagers prenant l'avion certains droits devant être respectés par les compagnies aériennes opérant dans l'Union Européenne, par exemple en cas d'annulation ou de retards de vol ?

- Oui..... 1
- Non, alors que je prends l'avion 2
- Non, je ne prends jamais l'avion 3
- [N.S.P. / Sans réponse] 9

D1. Gender [DO NOT ASK - MARK APPROPRIATE]

- [1] Male
- [2] Female

D2. How old are you?

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

D3. How old were you when you stopped full-time education?
[Write in THE AGE WHEN EDUCATION WAS TERMINATED]

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

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

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

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

- Self-employed

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

- Employee

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

- Manual worker

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

- Without a professional activity

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

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 - UNE SEULE REPONSE POSSIBLE]

- 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
 - Etudiant (temps plein) 42
 - Retraité 43
 - Demandeur d'emploi 44
 - Autre 45
 - [Refus] 99

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

- metropolitan zone1
- other town/urban centre.....2
- rural zone3
- [Refusal]9

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

- zone métropolitaine.....1
- autre ville/centre urbain2
- zone rurale3
- [Refus]9

Survey details

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

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

Belgium	BE	Gallup Europe	(Interviews : 03/05/2007 - 05/05/2007)
Czech Republic	CZ	Focus Agency	(Interviews : 03/05/2007 - 07/05/2007)
Denmark	DK	Hermelin	(Interviews : 03/05/2007 - 07/05/2007)
Germany	DE	IFAK	(Interviews : 03/05/2007 - 07/05/2007)
Estonia	EE	Saar Poll	(Interviews : 03/05/2007 - 07/05/2007)
Greece	EL	Metroanalysis	(Interviews : 03/05/2007 - 07/05/2007)
Spain	ES	Gallup Spain	(Interviews : 03/05/2007 - 07/05/2007)
France	FR	Efficience3	(Interviews : 03/05/2007 - 06/05/2007)
Ireland	IE	Gallup UK	(Interviews : 03/05/2007 - 07/05/2007)
Italy	IT	Demoskopoea	(Interviews : 03/05/2007 - 07/05/2007)
Cyprus	CY	CYMAR	(Interviews : 03/05/2007 - 04/05/2007)
Latvia	LV	Latvian Facts	(Interviews : 03/05/2007 - 07/05/2007)
Lithuania	LT	Baltic Survey	(Interviews : 03/05/2007 - 07/05/2007)
Luxembourg	LU	Gallup Europe	(Interviews : 03/05/2007 - 07/05/2007)
Hungary	HU	Gallup Hungary	(Interviews : 03/05/2007 - 07/05/2007)
Malta	MT	MISCO	(Interviews : 03/05/2007 - 06/05/2007)
Netherlands	NL	Telder	(Interviews : 03/05/2007 - 06/05/2007)
Austria	AT	Spectra	(Interviews : 03/05/2007 - 07/05/2007)
Poland	PL	Gallup Poland	(Interviews : 03/05/2007 - 07/05/2007)
Portugal	PT	Consulmark	(Interviews : 03/05/2007 - 07/05/2007)
Slovenia	SI	Cati d.o.o.	(Interviews : 03/05/2007 - 07/05/2007)
Slovakia	SK	Focus Agency	(Interviews : 03/05/2007 - 07/05/2007)
Finland	FI	Hermelin	(Interviews : 03/05/2007 - 07/05/2007)
Sweden	SE	Hermelin	(Interviews : 03/05/2007 - 07/05/2007)
United Kingdom	UK	Gallup UK	(Interviews : 03/05/2007 - 07/05/2007)
Bulgaria	BG	Vitoshia	(Interviews : 03/05/2007 - 07/05/2007)
Romania	RO	Gallup Romania	(Interviews : 03/05/2007 - 07/05/2007)

Representativeness of the results

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

Sizes of the sample

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

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

The table below presents, for each of the countries:

- (1) the number of interviews actually carried out in each country
 (2) the population-weighted total number of interviews for each country

TOTAL INTERVIEWS

	Total Interviews			
	Conducted	% of Total	EU27 Weighted	% on Total (weighted)
Total	25767	100	25767	100
BE	1038	4.0	547	2.1
BG	1010	3.9	425	1.7
CZ	1012	3.9	553	2.1
DK	1018	4.0	277	1.1
DE	1017	3.9	4517	17.5
EE	1006	3.9	72	0.3
EL	1011	3.9	591	2.3
ES	1007	3.9	2220	8.6
FR	1001	3.9	3057	11.9
IE	1000	3.9	203	0.8
IT	1009	3.9	3160	12.3
CY	508	2.0	39	0.1
LV	1016	3.9	125	0.5
LT	1009	3.9	181	0.7
LU	541	2.1	23	0.1
HU	1017	3.9	532	2.1
MT	505	2.0	21	0.1
NL	1006	3.9	844	3.3
AT	1000	3.9	425	1.6
PL	1004	3.9	2022	7.8
PT	1000	3.9	553	2.1
RO	1009	3.9	1136	4.4
SI	1004	3.9	109	0.4
SK	1009	3.9	284	1.1
FI	1000	3.9	275	1.1
SE	1003	3.9	472	1.8
UK	1007	3.9	3104	12.0

Questionnaires

1. The questionnaire prepared for this survey is reproduced at the end of this results volume, in English
2. The institutes listed above translated the questionnaire in their respective national language(s).

Statistical significance of the results

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

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

As an example, examine this illustrative case:

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

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

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

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

Various sample sizes are in rows;

Various observed results are in columns:

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

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, education, 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+
 female, 15-29
 female, 30-49
 female, 50+

Activity

Active worker
 retired
 Other non-active worker

Regions (NUTS2)

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

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