

Attitudes on issues related to EU Transport Policy

Analytical report

Fieldwork: May 2007

Report: July 2007

This survey was requested by Directorate-General for Energy and Transport and coordinated by Directorate General Communication

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

Flash EB Series #206b

Attitudes on issues related to EU Transport Policy

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



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

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

Table of contents

- Table of contents 3
- Introduction 4
- Main findings 5
- 1. Transportation usage patterns..... 7
 - 1.1. Car usage in the household..... 7
 - 1.2. The main mode of transport for daily activities 9
 - 1.3. Improvement of public transport to encourage less car usage..... 12
- 2. Cars and environment..... 16
 - 2.1. The impact of the type of car people drive and the way they use it on the environment 16
 - 2.2. The best way to reverse the rise of CO2 emission from road transport 17
 - 2.3. Actions taken by citizens to save fuel 21
 - 2.4. Incentives for using the bio fuel 25
- 3. Traffic situation 29
 - 3.1. The impact of the type of car people drive and the way they use it on the traffic situation..... 29
 - 3.2. Measures that could improve the traffic situation in the city or nearby 31
- 4. Costs of damaging environment..... 35
 - 4.1. Preparedness to pay more..... 35
 - 4.2. Paying for congestion and environmental damage through road tolls 37
 - 4.3. How to spend the collected money..... 39
- 5. Flight safety and passenger rights 41
 - 5.1. Attitudes toward security controls at the airports..... 41
 - 5.2. Awareness of the rights for air passengers 45
- 6. Annex tables..... 48
- 7. Survey details 75
- 8. Survey questionnaire 78

Introduction

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

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

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

The study was primarily designed to:

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

Main findings

Methods used for personal mobility

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

Cars and environment

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

Traffic situation

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

Costs of damaging environment

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

Flight safety and passenger rights

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

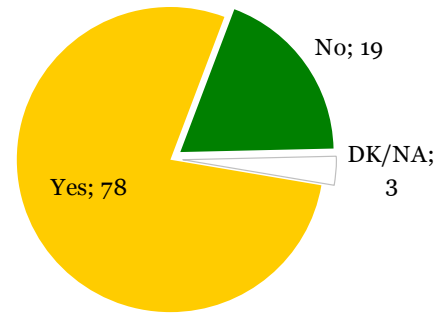
2. Cars and environment

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

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

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

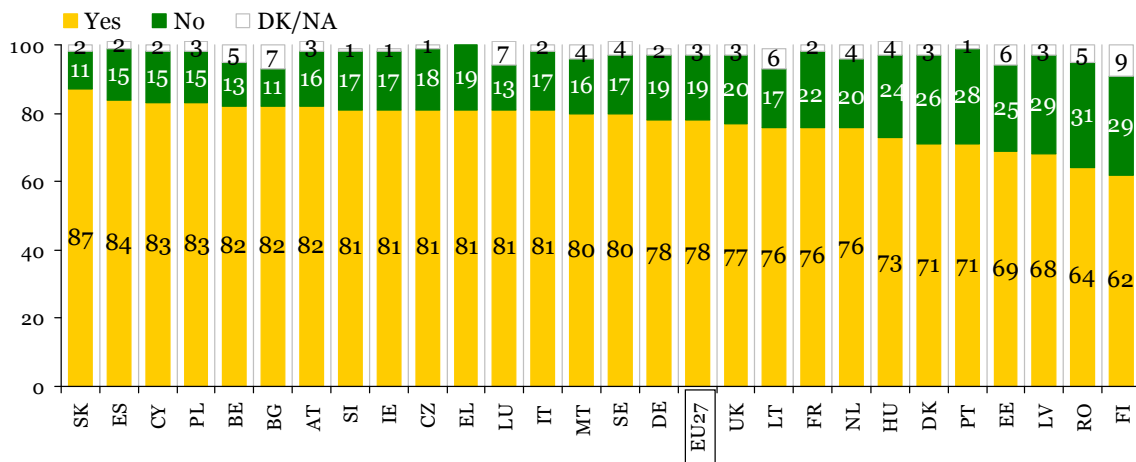
The type of car and the way of its usage has an important impact on the environment in the respondents’ area



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

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

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



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

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

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

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

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

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

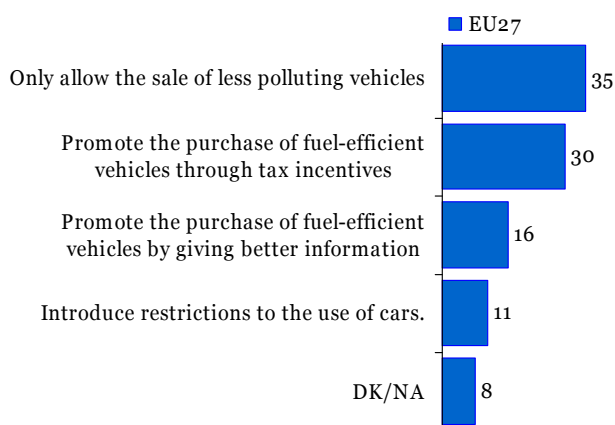
2.2. The best way to reverse the rise of CO2 emission from road transport

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

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

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

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



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

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

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

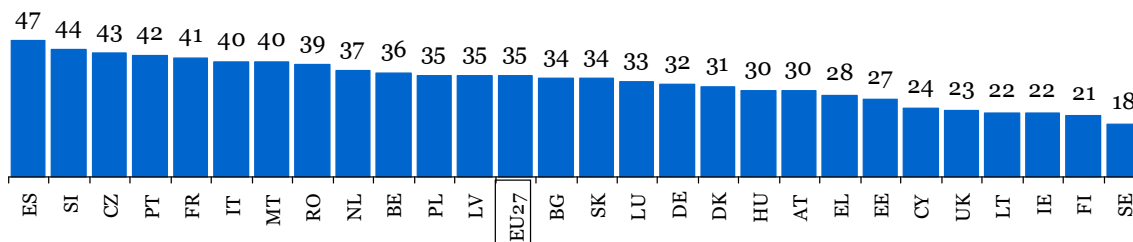
We find the biggest difference between individual countries if we analyse the following opinion: *"promote the purchase of fuel-efficient vehicles through tax incentives"* (in order to reduce the rise of CO₂ emission from road transport). While half (50%) of the Finnish respondents agreed with the above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

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

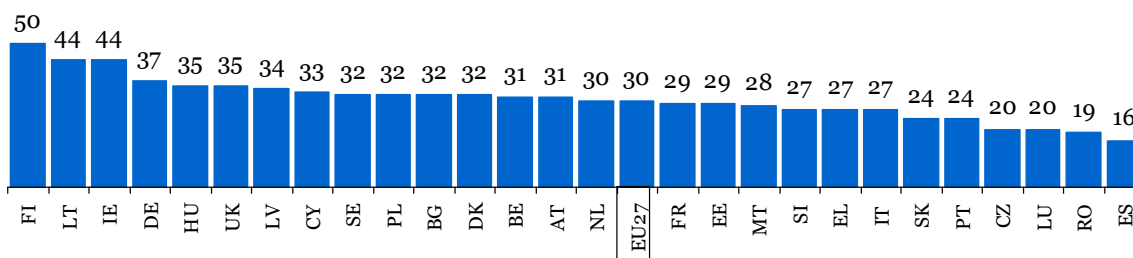
The Greeks were the most likely to give preference to the method of *"introducing restrictions to the use of cars"* (23%). Citizens in Cyprus were the second most likely to cite this as a preference (18%), though the ratio of support in the latter country is significantly lower. The French and the Polish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

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

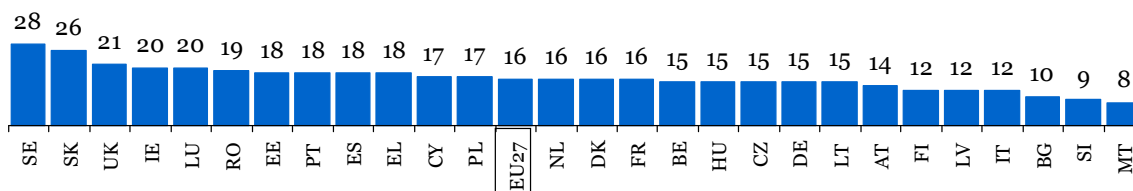
**The best way to reverse the rise of CO2 emissions from road transport:
Only allow the sale of less polluting vehicles**



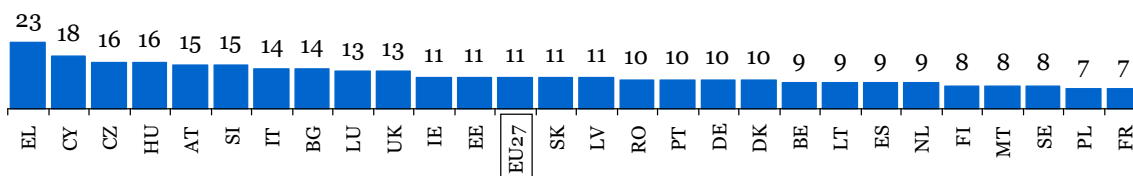
Promote the purchase of fuel-efficient vehicles through tax incentives



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



Introduce restrictions to the use of cars



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

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

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

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

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

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

(cont. Table 4.)

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

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

2.3. Actions taken by citizens to save fuel

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

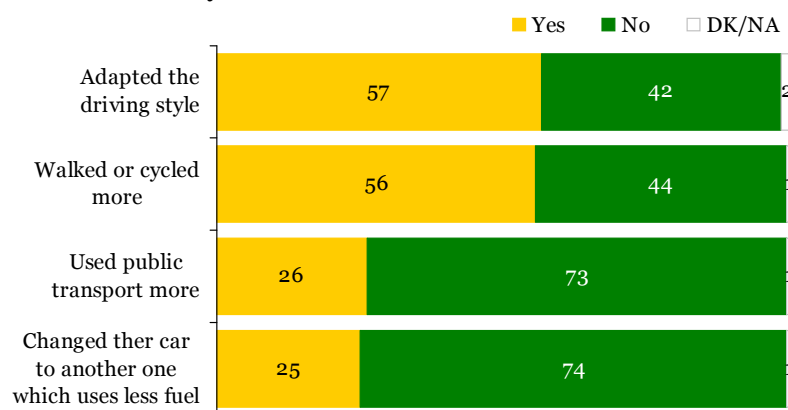
In the countries of the EU27, 16% of the respondents who are the primary driver of a car in their household did not use any of the methods indicated in the questionnaire in the past one year, and 4% of them applied *all* the methods mentioned to save fuel (more details on this are available later in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

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

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

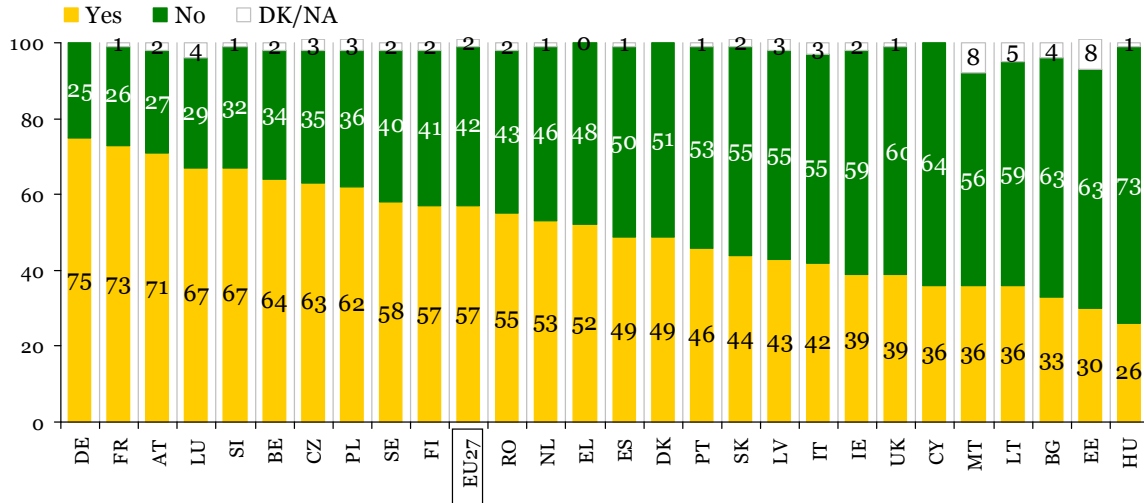
It is primarily typical of the Germans (75%), the French (73%) and the Austrians (71%) to try to save fuel by changing their driving style. The ratio of those who mentioned the above method to save fuel was the lowest among the Hungarians (26%). Relatively more of the respondents in Luxemburg, Slovenia,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

Actions taken by the citizens to save fuel



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

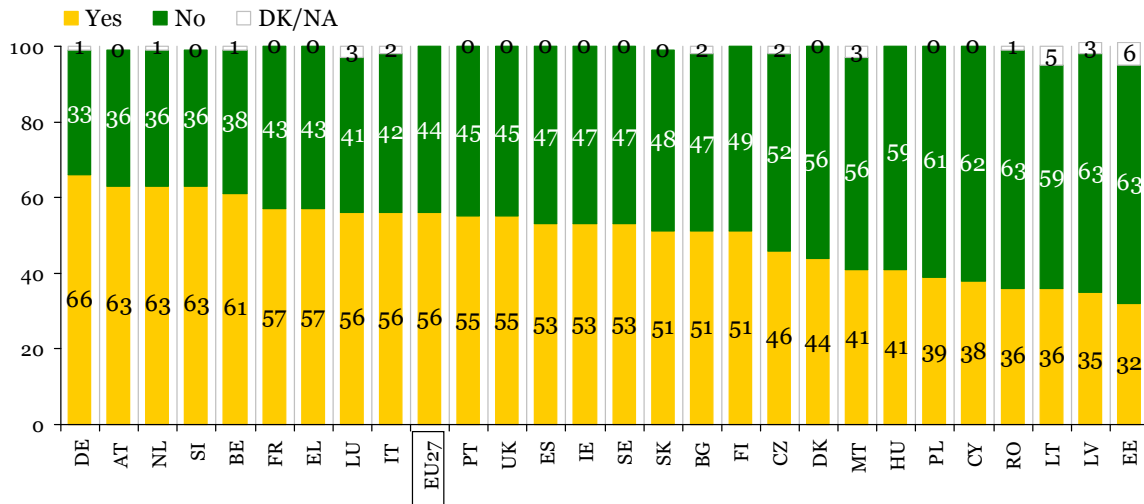
Doing anything to save fuel: adapted the driving style



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

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

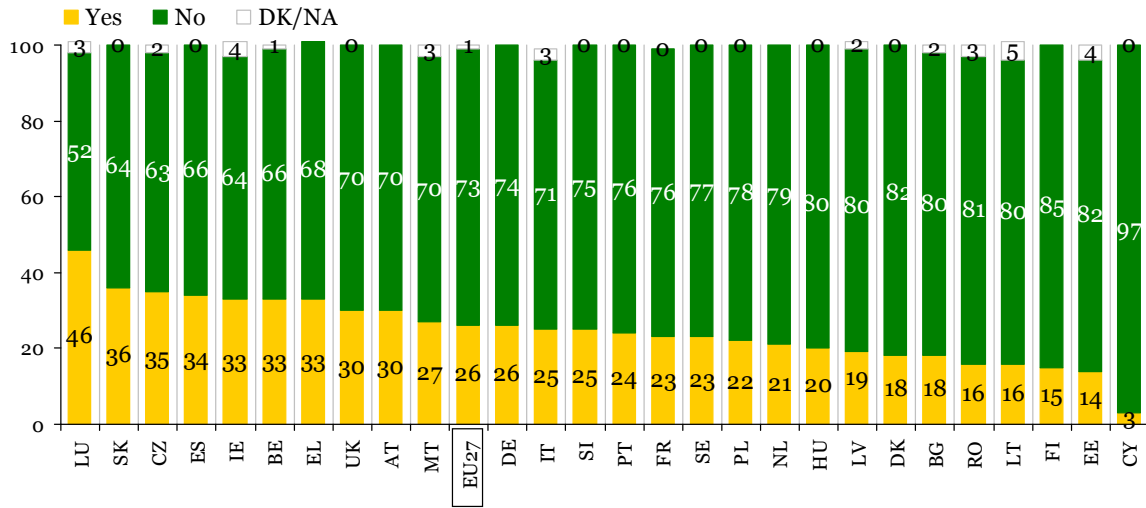
Doing anything to save fuel: walked or cycled more



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

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

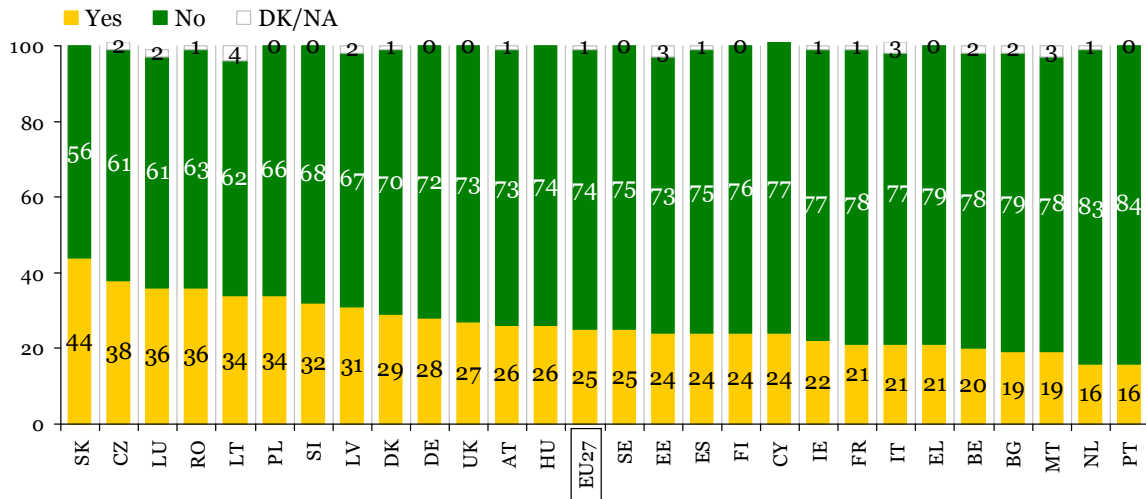
Doing anything to save fuel: used public transport more



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

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

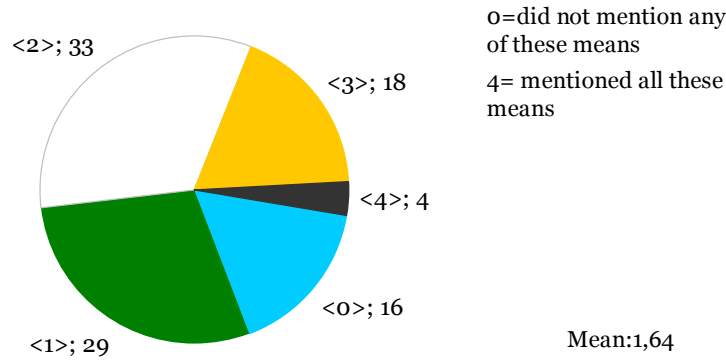
Doing anything to save fuel: changed your car to another one which uses less fuel



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

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

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

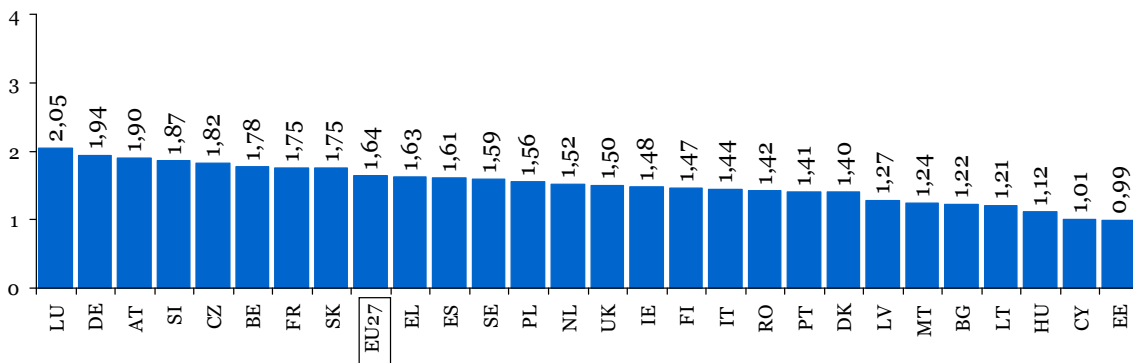


Q7. During the past year, have you done any of the following to save fuel?
%, Base: those who has a car at disposal, by country

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

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

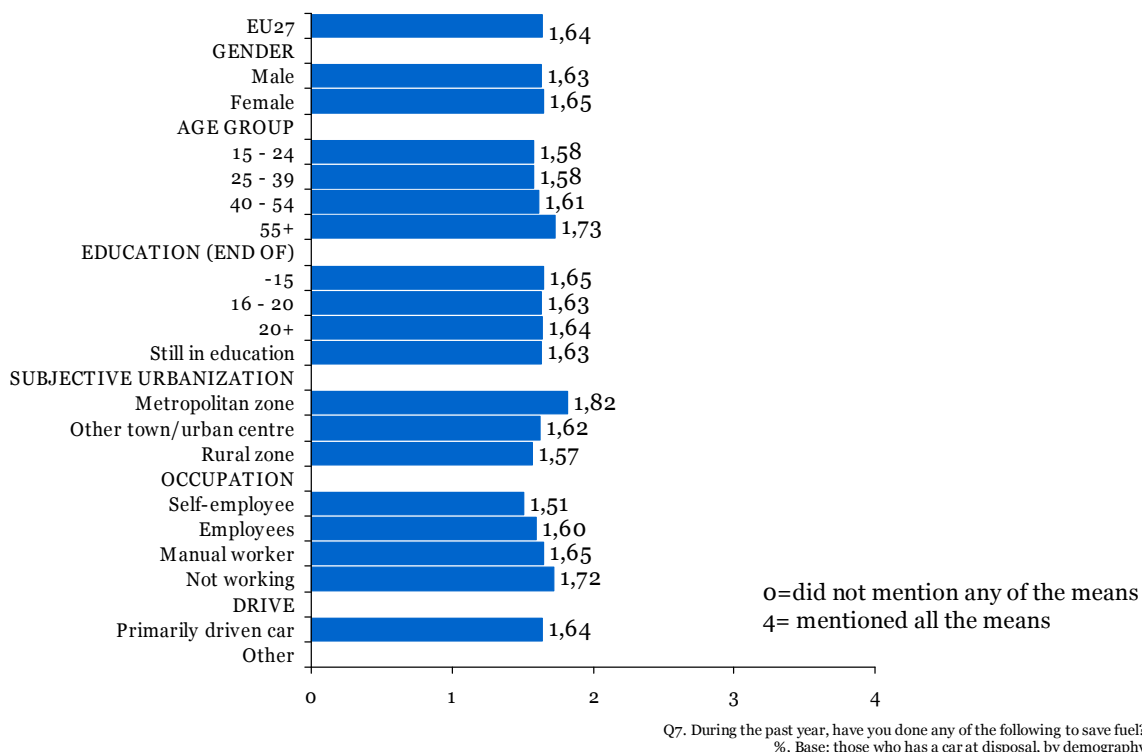
0=did not mention any of these means
4= mentioned all these means



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

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

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



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

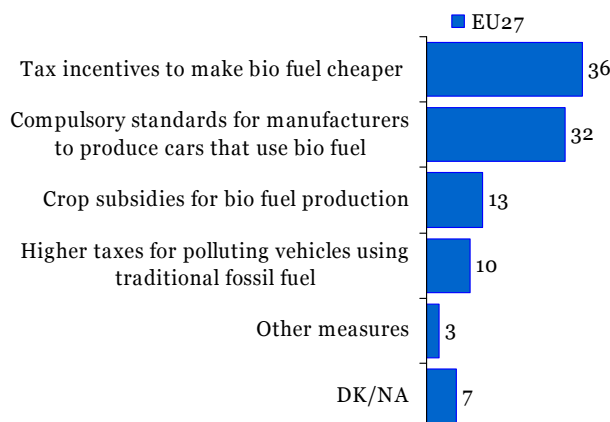
While primary car users over the age of 55 (together with the inactive population and with those who have the lowest educational level) were rather inclined to save fuel by adapting their driving style, or by walking and/or cycling more, the youngest respondents, and the citizens in metropolitan zones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

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

2.4. Incentives for using the bio fuel

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

The best measure to encourage the use of biofuels



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

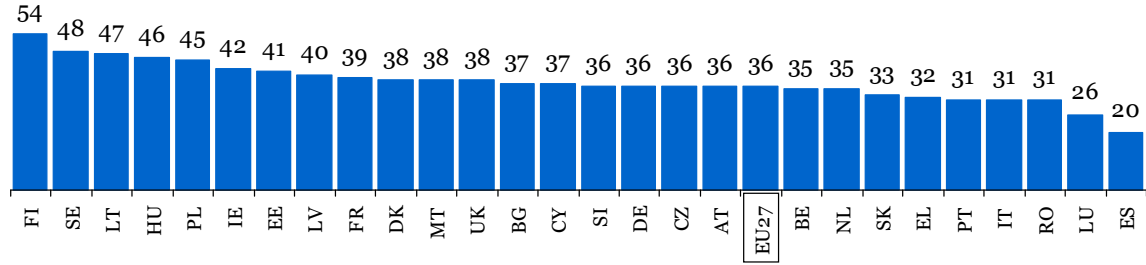
There is a high level of variation between individual Member States in the degree to which different measures were mentioned. The Finnish were the most likely to mention (more than half of the population) that *reducing the price of bio fuel* would best promote the consumption of bio fuel (54%). A relatively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

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

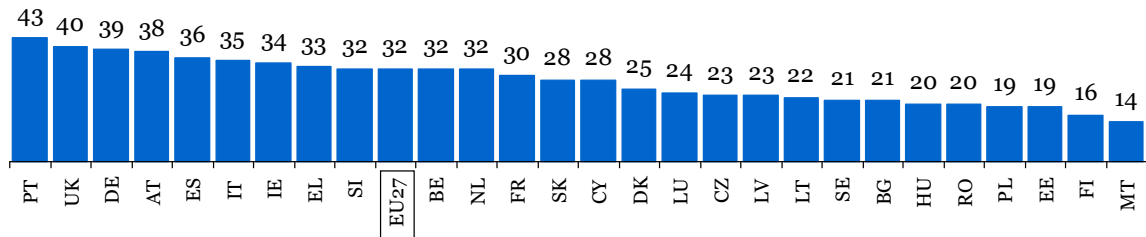
In every country, less than one fourth of the population considered crop subsidies for bio fuel production the best method to encourage the use of bio fuel. This ratio was the highest among the Hungarians (24%) and was also relatively high in Slovakia (21%) and Poland (20%). This incentive was considered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

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

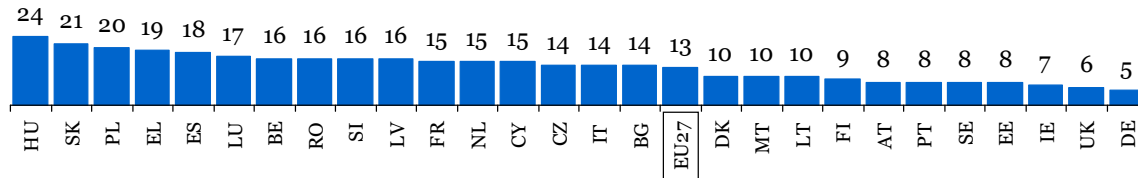
**The best way to encourage the use of biofuels:
Tax incentives to make bio fuel cheaper**



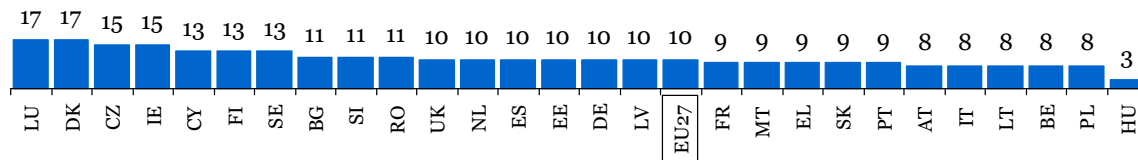
Compulsory standards for manufacturers to produce cars that use bio fuel



Crop subsidies for bio fuel production



Higher taxes for polluting vehicles using traditional fossil fuel



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

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

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

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

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

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

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

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

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

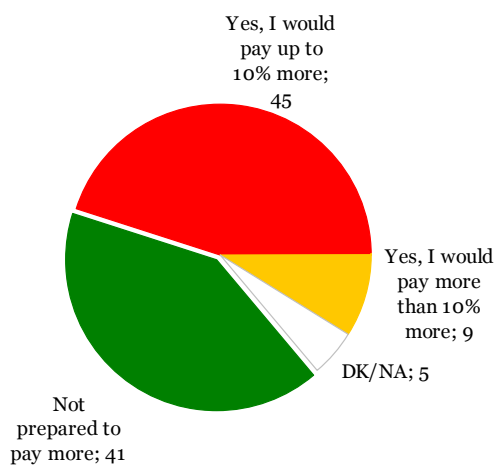
4. Costs of damaging environment

4.1. Preparedness to pay more

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

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

Preparedness to pay more for using a less polluting transport



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

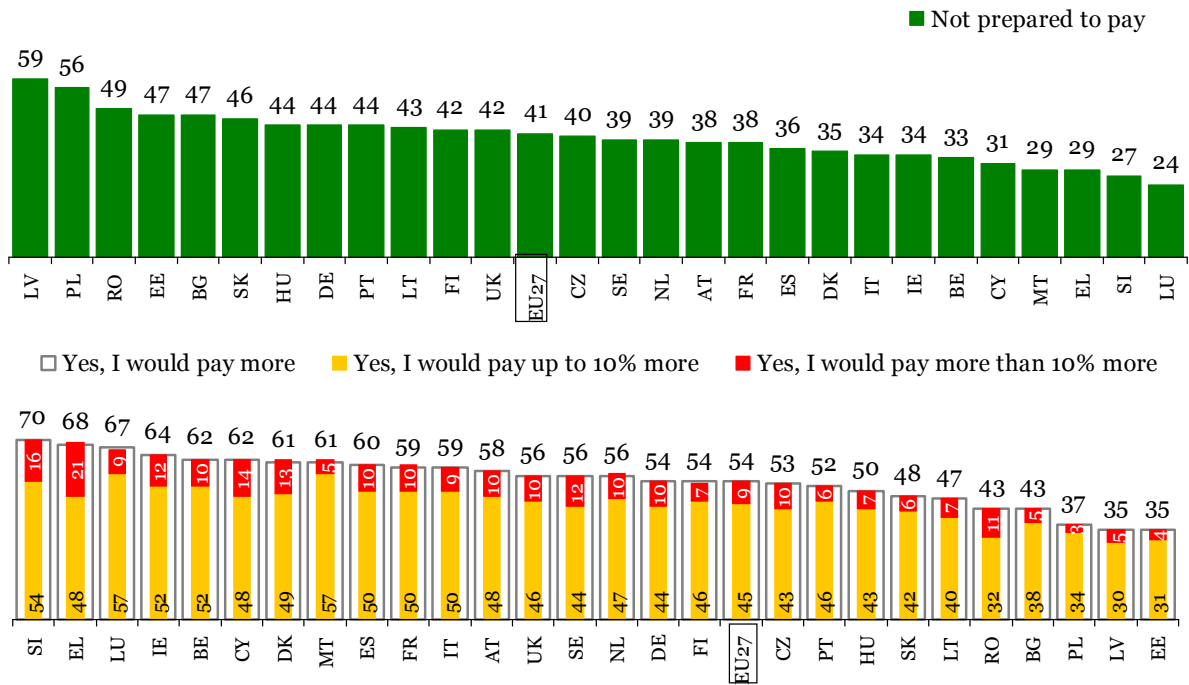
Respondents in the New Member States are more likely than those in the Old Member States to say that they are *not* prepared for an increase in expenses (49% vs. 39%).

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

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

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

Preparedness to pay more for using a less polluting transport

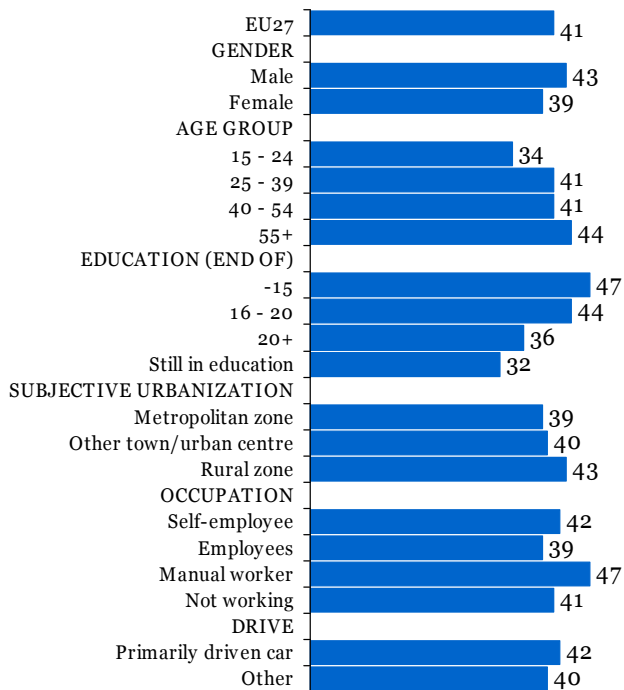


Q9. Would you be prepared to pay more for using a less polluting transport (energy efficient private and public vehicles, clean fuels...)? How much more would you be prepared to pay?
 %, Base: all respondents, by country

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

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

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



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

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

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

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

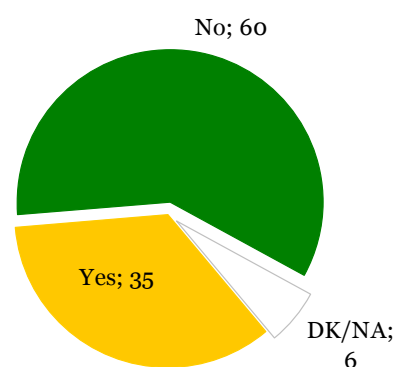
4.2. Paying for congestion and environmental damage through road tolls

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

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

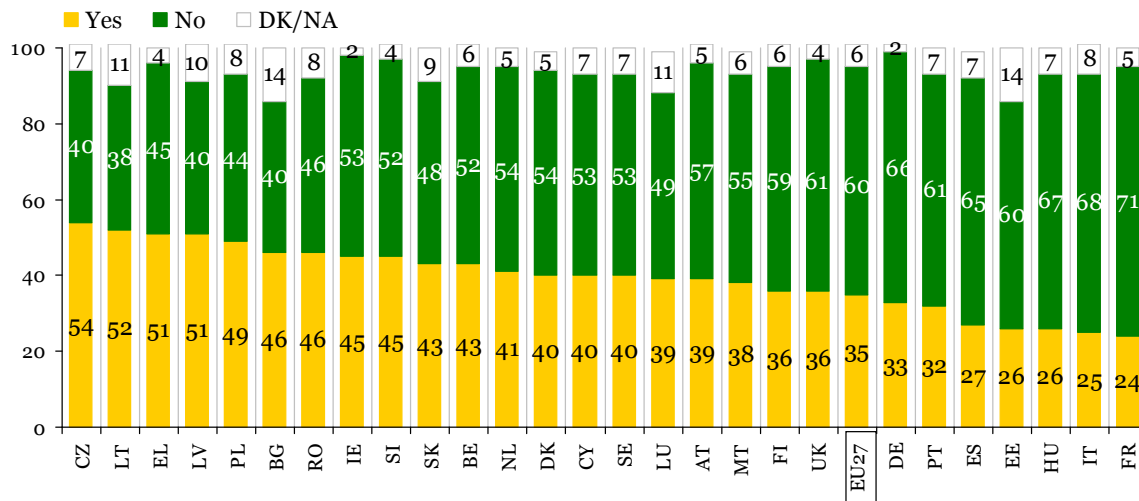
In the six countries that top the ranking, those in favour of payment outnumber those opposed to it. These countries are the Czech Republic (54% to 40%), Lithuania (52% to 38%), Greece (51% to 45%), Latvia (51% to 40%), Poland (49% to 44%) and Bulgaria (46% to 40%). In Romania as many respondents agree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

Paying for congestion and environmental damage through road tolls



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

Paying for congestion and environmental damage through road tolls



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

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

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

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

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

4.3. How to spend the collected money

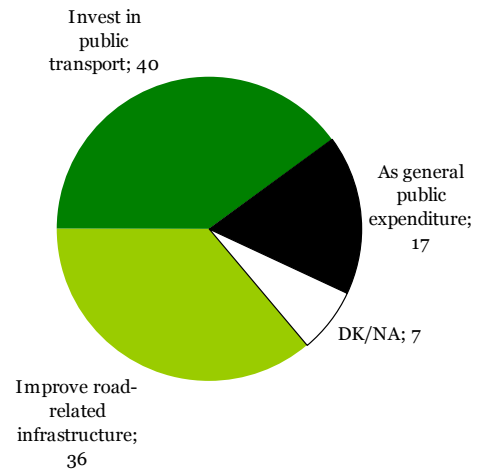
A slight majority of respondents think that the best way to spend any collected money would be investments in public transport; 40% of EU27 citizens chose this option. 36% of respondents favoured the improvement of road-related infrastructure (e.g. city tunnels, noise barriers). Only 17% of citizens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

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

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

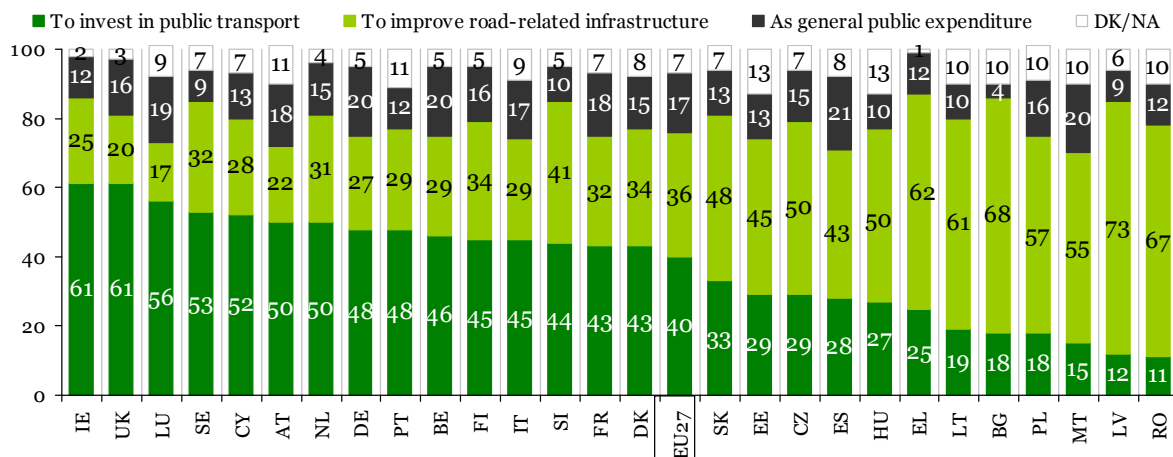
The least popular answer option, that of general public expenditure, is relatively the most popular in Spain, where 21% of the respondents mentioned it, and in Malta, Germany and Belgium (all with 20%). In three countries the votes for general public expenditures come in the second place, in Luxembourg,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

How the money thus collected should be spent



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

How the money thus collected should be spent



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

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

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

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

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

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

Q11. How should the money thus collected be spent?