

Volume and characteristics of long-distance travelling

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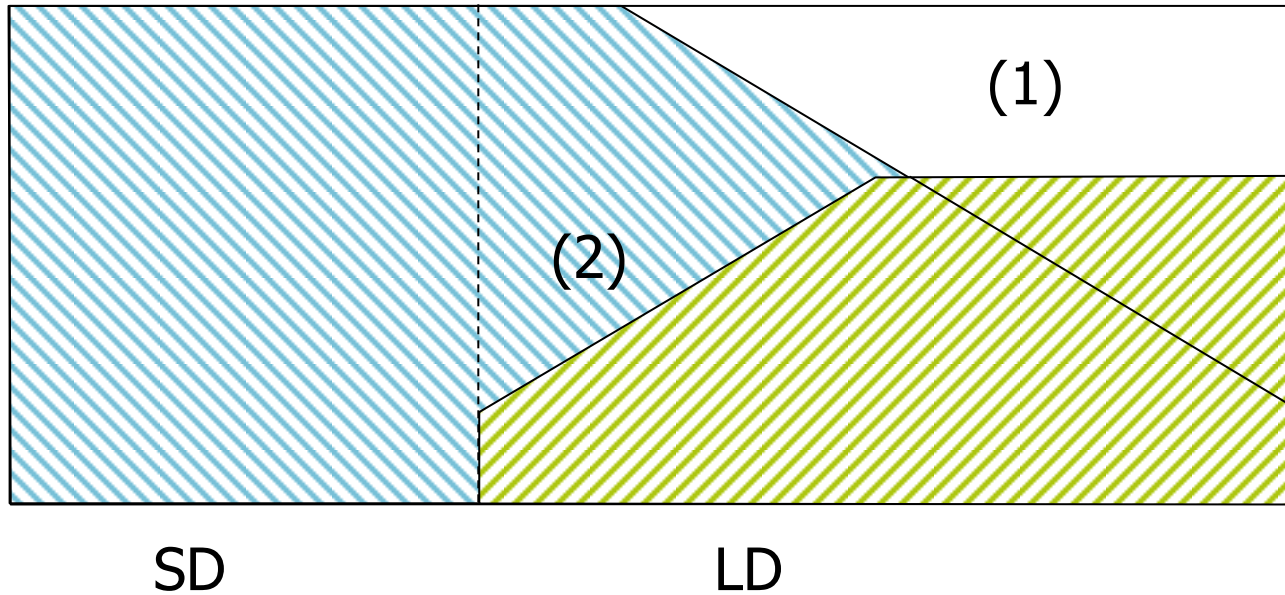
Outline

- DATELINE-project.
- Problems in capturing long-distance travel volume.
- Volume of long-distance travelling and its emissions in Western-European countries, absolute and relative.
- Characteristics of long-distance travelling.

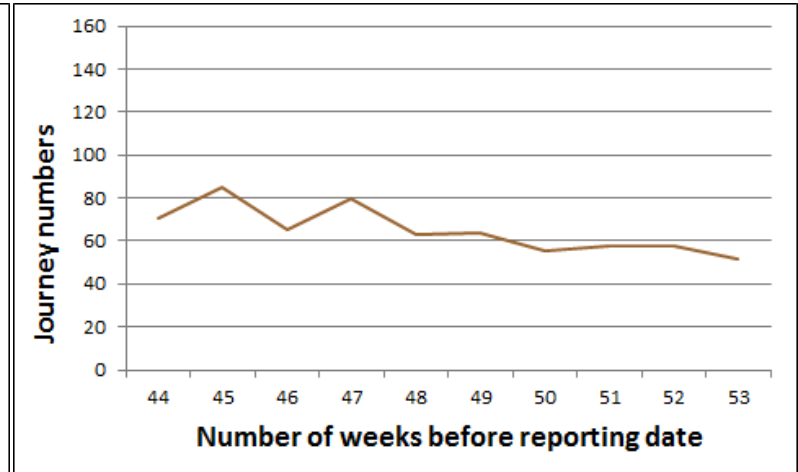
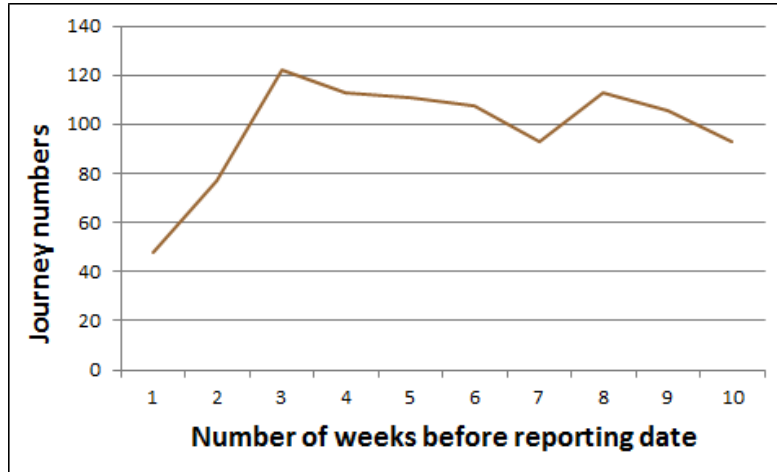
DATELINE

- EU survey on long-distance travel (FP5, 2001/2002), 15 EU-countries and Switzerland.
- Captures principally all long-distance journeys of EU-residents, including commuting and excursions.
- Long distance: ≥ 100 km as the crow flies.

Problems in measuring LD-trips

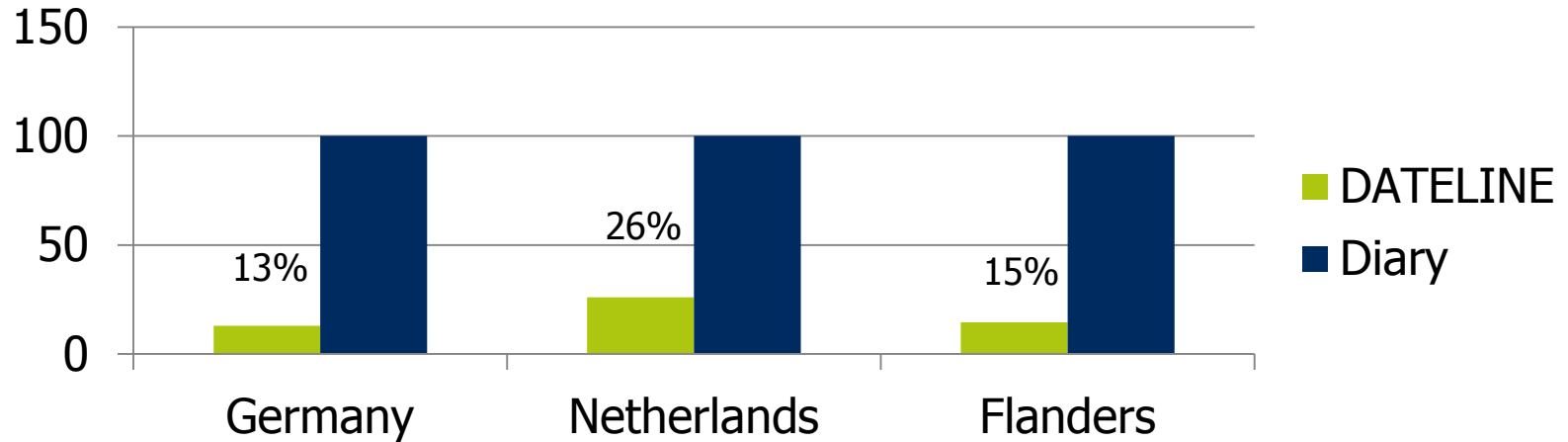


Recall problems for 14-night holidays in DATELINE



Corrections expand journey numbers and mileage by 40%

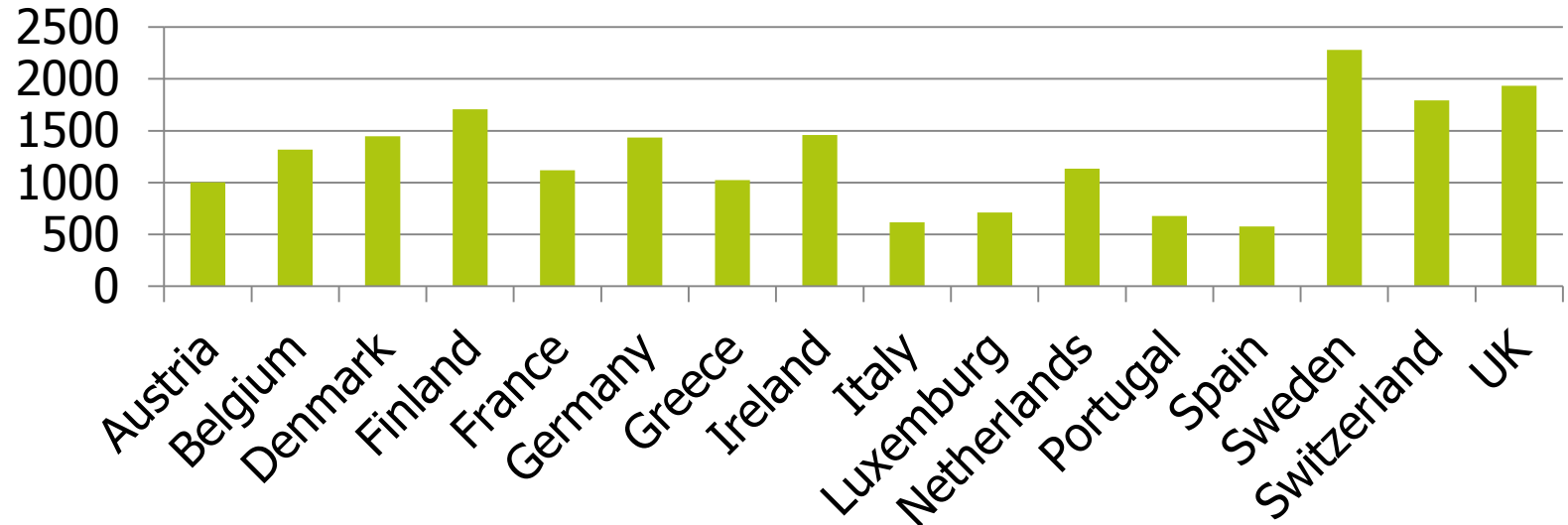
Still underreporting for daytrips



Volumes per capita per year

	2002	2013
• Journey numbers:	7.0	7.2
• Journey kilometres:	6900	8200
• GHG emissions (kg CO ₂ -equivalents):	980	1200
• Total GHG emissions in 16 countries (Mt):	380	500

Emissions per capita per country in 2013 (kg CO₂-equivalent)



Share of LD travel in person mobility

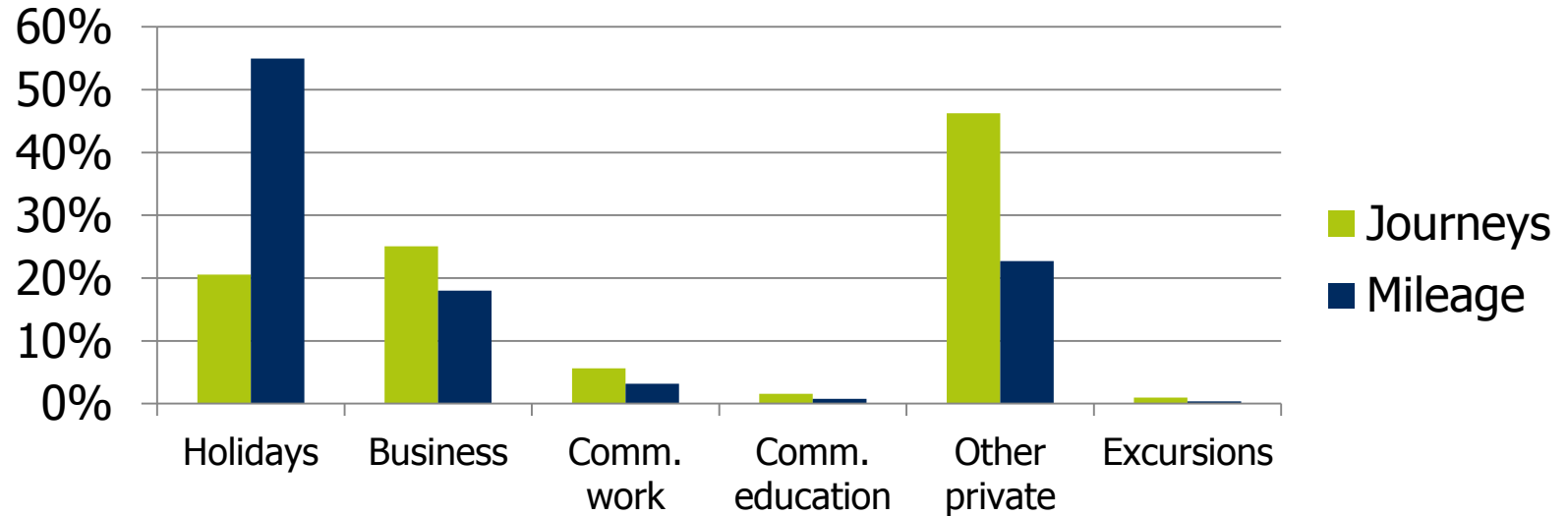
- Journey numbers: 1-2%
- Mileage and emissions:

	Mileage		Emissions	
	2002	2013	2002	2013
Netherlands	40%	44%	44%	47%
Flanders	38%	46%	38%	48%
Germany		45%		

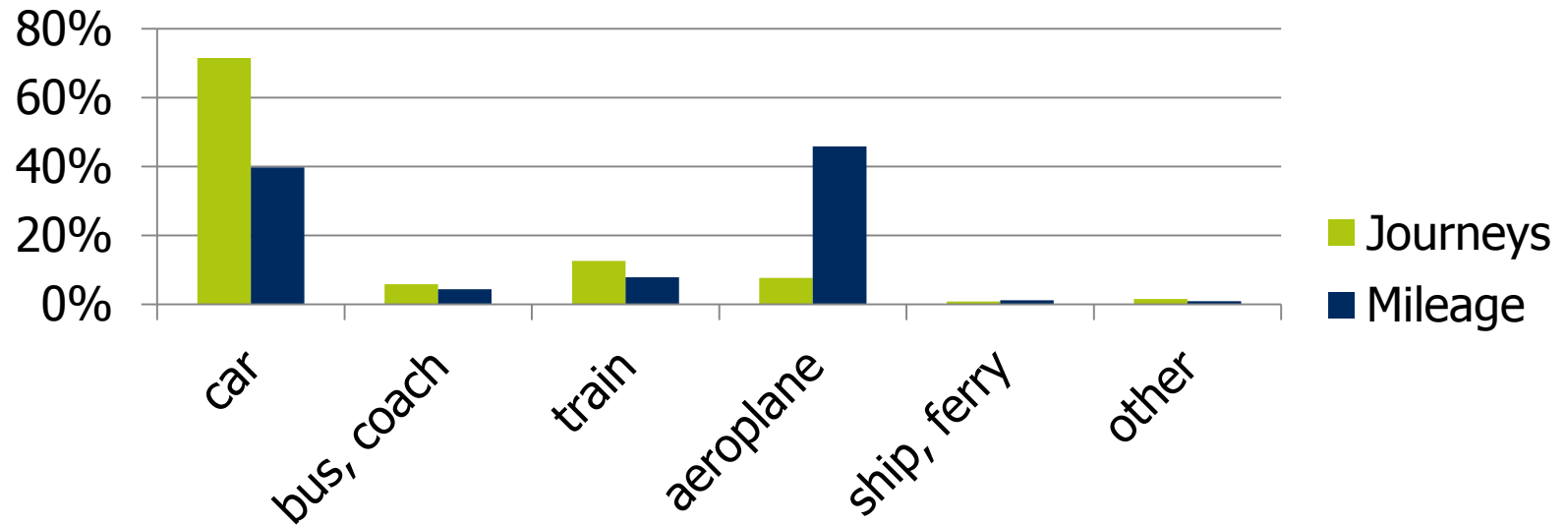
Characteristics of LD travelling

- Purpose/journey type.
- Mode.
- Distance.
- Domestic/international.

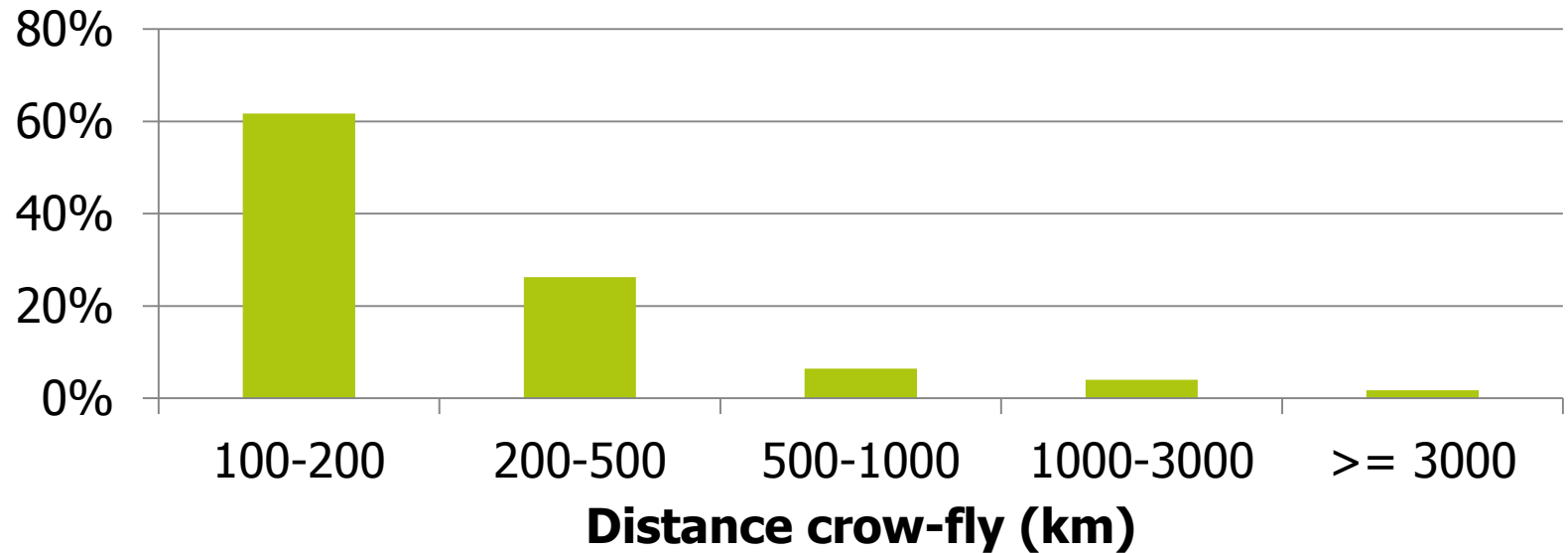
Journeys by purpose/type



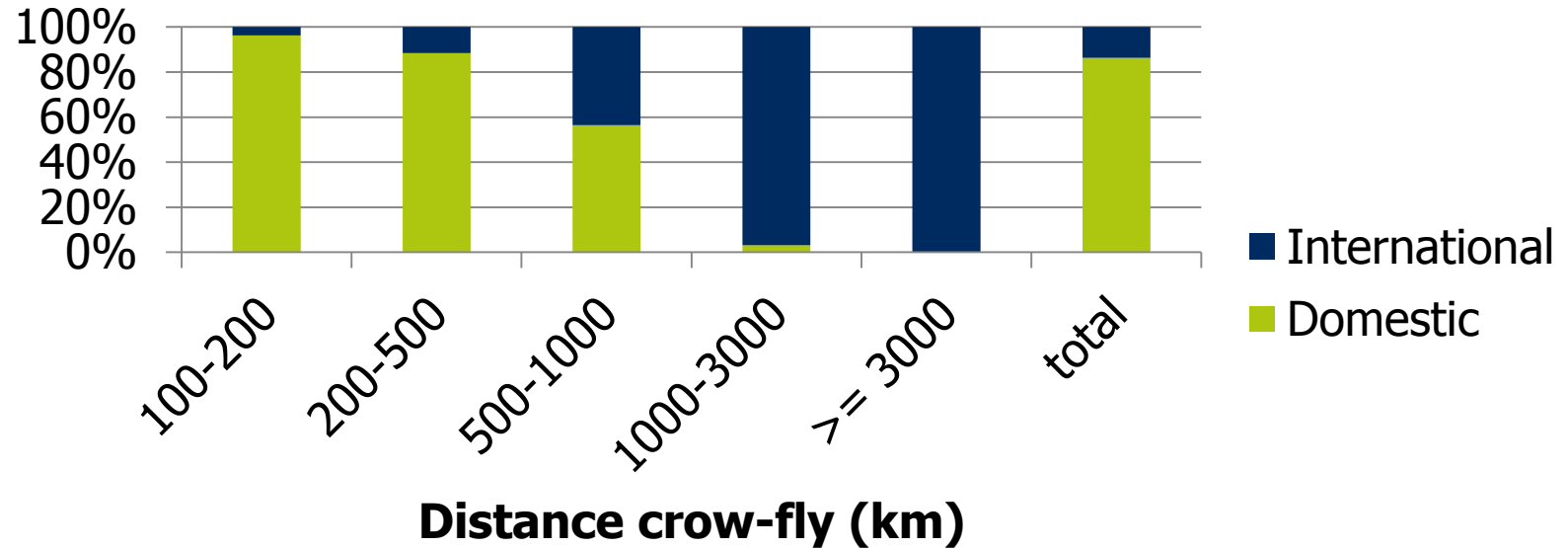
Journeys by mode



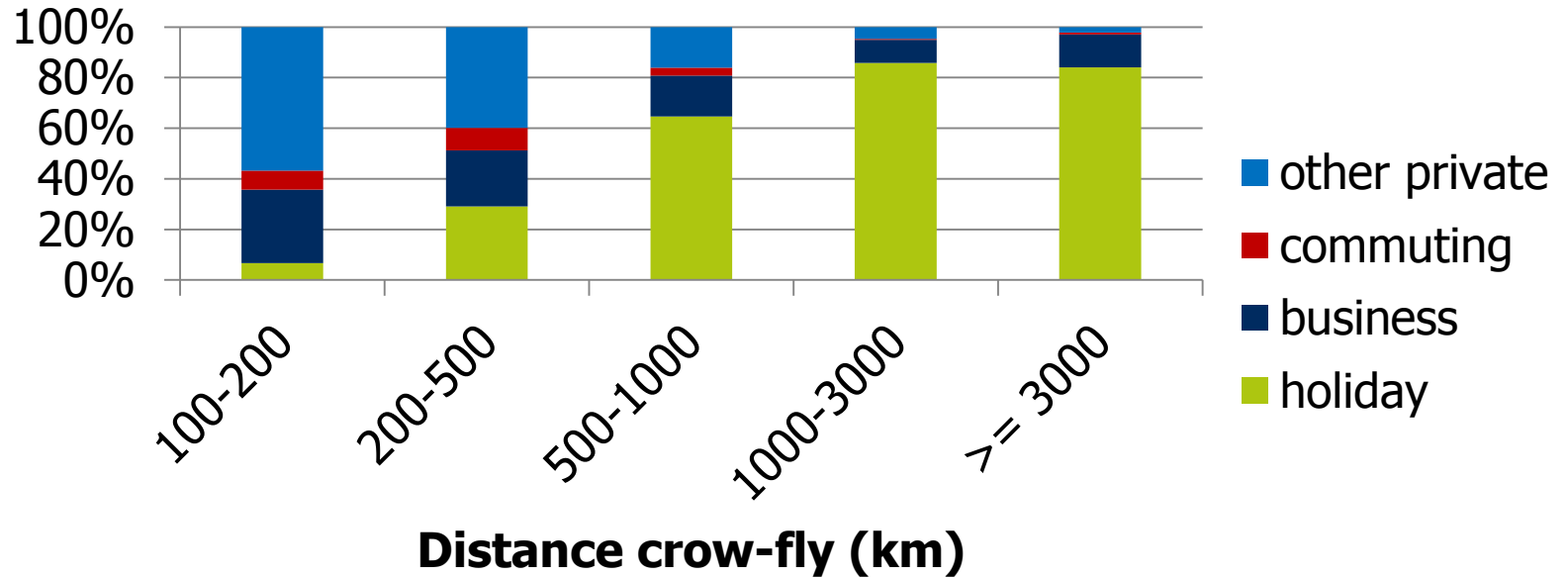
Journeys by distance class



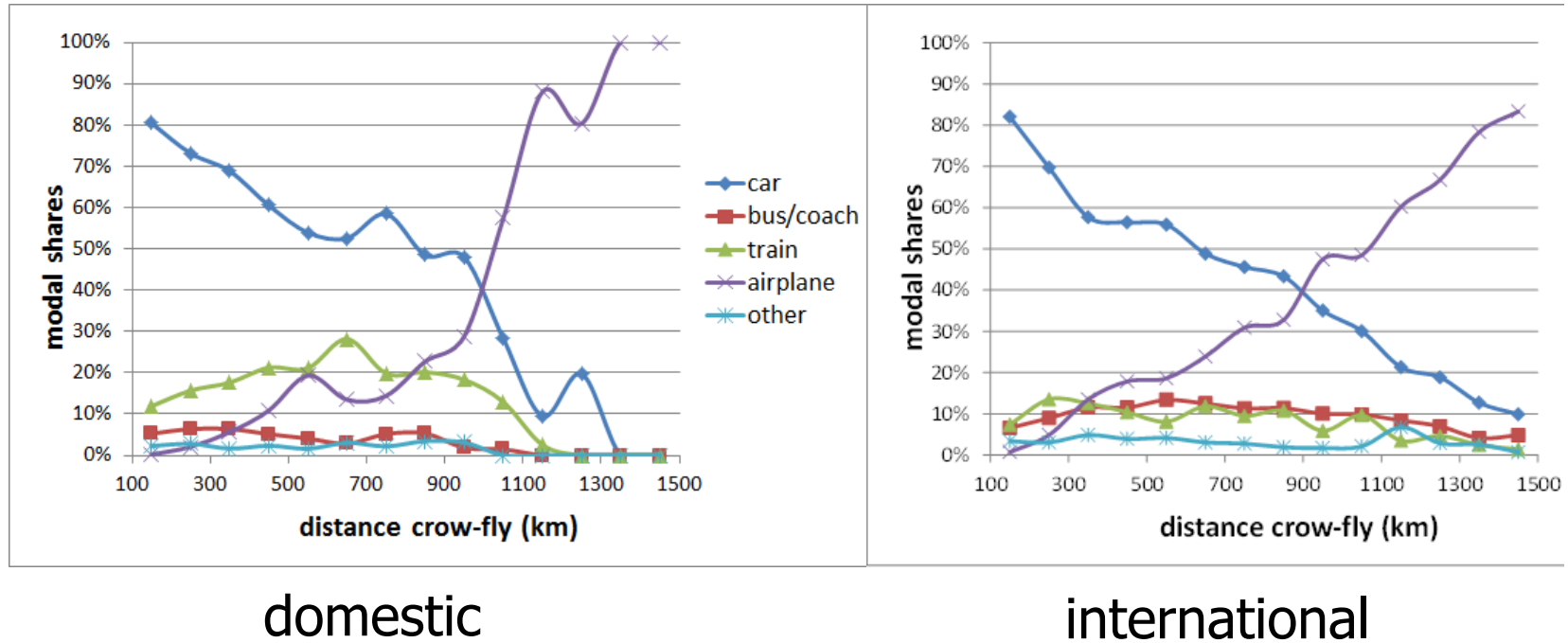
Domestic/international journeys by distance class



Journeys by purpose and distance class



Modal split by distance and domestic/international

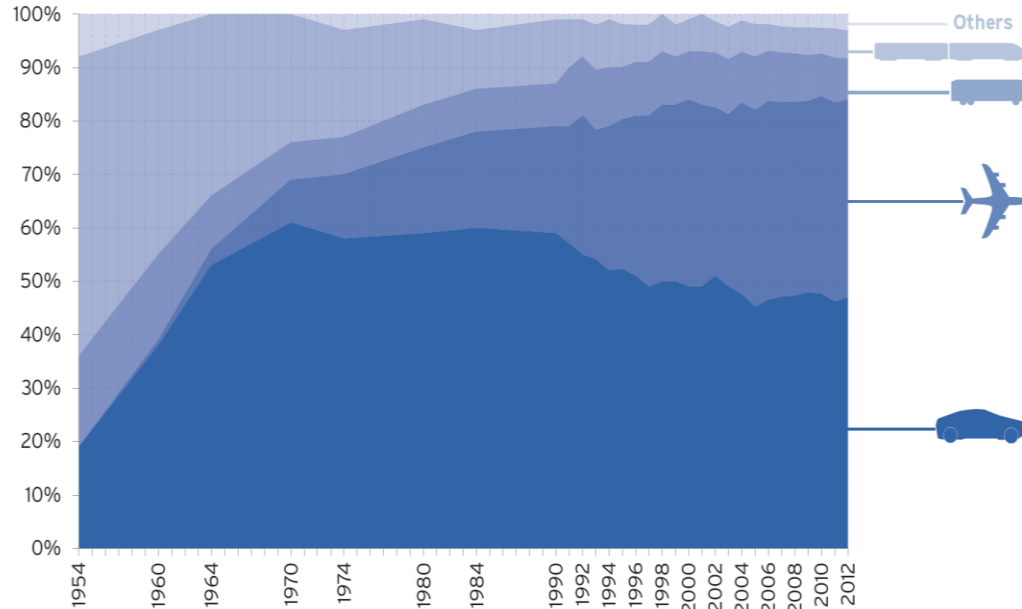


Observed trends in modal use for long distance, 2002-2014

- Strong increase travelling by airplane. Statistics indicate an increase of 47-60% in Western Europe.
- Possible strongest increase cruises: 180% in Europe.
- Small increase train: 7% in Europe (mileage).

- Growth of population: 5.8%.

Development of modal split in holiday journeys, Germany



Source: INFRAS/NIT report
on long-distance mobility

Expected developments in the mid-term future (Germany)

- Small increase of holidays to very distant destinations.
- Large increase of business journeys and LD trips made in the context of everyday life, like commuting.
- Result: growth mainly in shorter long-distance segments, a few hundred km. Relatively large growth in travelling by car, train, and bus.

Conclusions

- Long-distance travel accounts for a significant part of mileage and emissions of person travel. The contribution is likely to be in the order of 50%.
- Long-distance travelling is growing fast while short-distance travel is stagnating.
- The modal-split of long-distance travelling is shifting to the least energy efficient modes.
- Policymakers should be aware of this when they deal with the climate problem.