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.
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: \( \geq 100 \) 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

- Germany: 13%
- Netherlands: 26%
- Flanders: 15%

DATELINE
Diary
### Volumes per capita per year

<table>
<thead>
<tr>
<th></th>
<th>2002</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Journey numbers:</td>
<td>7.0</td>
<td>7.2</td>
</tr>
<tr>
<td>Journey kilometres:</td>
<td>6900</td>
<td>8200</td>
</tr>
<tr>
<td>GHG emissions (kg CO₂-equivalents):</td>
<td>980</td>
<td>1200</td>
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<tr>
<td>Total GHG emissions in 16 countries (Mt):</td>
<td>380</td>
<td>500</td>
</tr>
</tbody>
</table>
Emissions per capita per country in 2013 (kg CO₂-equivalent)
Share of LD travel in person mobility

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

<table>
<thead>
<tr>
<th></th>
<th>Mileage</th>
<th></th>
<th>Emissions</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2002</td>
<td>2013</td>
<td>2002</td>
<td>2013</td>
</tr>
<tr>
<td>Netherlands</td>
<td>40%</td>
<td>44%</td>
<td>44%</td>
<td>47%</td>
</tr>
<tr>
<td>Flanders</td>
<td>38%</td>
<td>46%</td>
<td>38%</td>
<td>48%</td>
</tr>
<tr>
<td>Germany</td>
<td></td>
<td>45%</td>
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</tbody>
</table>
Characteristics of LD travelling

• Purpose/journey type.
• Mode.
• Distance.
• Domestic/international.
Journeys by purpose/type

Volume and characteristics of long-distance travelling
Journeys by mode
Journeys by distance class

Volume and characteristics of long-distance travelling
Domestic/international journeys by distance class

Distance crow-fly (km)

- 100-200
- 200-500
- 500-1000
- 1000-3000
- > 3000
- Total

International
Domestic
Journeys by purpose and distance class

Distance crow-fly (km)

- Other private
- Commuting
- Business
- Holiday

Volume and characteristics of long-distance travelling
Modal split by distance and domestic/international

- **Domestic**

- **International**

Volume and characteristics of long-distance travelling
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.