


# The EUROSTATS pilots of long-distance travel diaries

## Summary of intermediate reports

**Report****Author(s):**

Axhausen, Kay W. 

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# The EUROSTAT pilots of long-distance travel diaries: Summary of intermediate reports

Report to the Österreichisches Statistisches Zentralamt, Wien and  
EUROSTAT, Luxembourg

**KW Axhausen**

Institut für Straßenbau und Verkehrsplanung  
Leopold-Franzens-Universität  
Technikerstr. 13  
A - 6020 Innsbruck

Tel.: +43-512-507 6902  
Fax.: +43-512-507 2906  
EMail: k.w.axhausen@uibk.ac.at

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Report

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SUMMARY OF INTERMEDIATE REPORTS**

KW Axhausen  
Institut für Straßenbau und Verkehrsplanung  
Leopold-Franzens-Universität  
Innsbruck

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**ABSTRACT**

The purpose of this report is to summarize the methodological approaches employed by the member states, which are or have participated in the EUROSTAT coordinated pilot studies of long-distance travel diaries (Sweden, Austria, France, Italy, Spain, Portugal, Denmark). The approach used by a comparable study wholly supported by the German Ministry of Transport are also included.

All studies, with some exceptions, which were agreed beforehand, implement the minimum requirements and definitions developed by an informal EUROSTAT working party. The informal working party had been set up to help implement the recommendations of the COST 305 action. The working party had agreed, that future European surveys of long-distance travel behaviour should be stage-based and should cover all journeys, which included a destination more than 100 km away from the current base of the respondent.

While the contents of pilots are, in general, comparable the methodologies used vary widely with respect to protocol, form of survey administration and delivery. The report will describe each of the methodologies in detail and will provide a summary assessment of them.

These differences will make it very difficult to achieve comparability of the substantial results, especially as most of the pilots did not include non-response interviews in their protocols. This comparison will be the topic of the final report.

**KEYWORDS**

Long-distance travel behaviour - Survey - Methodology - EUROSTAT - Pilots

## 1 INTRODUCTION

The comprehensive and valid measurement of long-distance travel demand has become a fundamental precondition for an European transport and tourism policy. The past lack of uniformity between the member states and the lack of agreed standards makes it essentially impossible to collate a fully consistent data base of inner-European travel flows. While the recent *Directive on Tourism Statistics* has clarified and improved the situation with regards to stays away from home in commercial accommodation, the situation with regards to travel and private stays remains unsatisfactory, as it has done for a number of years.

To overcome this situation, the member states had supported a COST action in the late 1980's to define the data needs and the means to obtain the data required (COST 305, 1988). As a result of this COST action, EUROSTAT coordinated an informal working party to define the data requirements in detail. The agreed set of requirements and contents (EUROSTAT, 1995a) (see below) forms the basis for the current set of pilots studies, which methodological approaches are the subject of this report. These pilots are partly funded by the CEC through DG VII. All member states were invited to take part, but only Austria, Denmark, France, Italy, Portugal, Spain and Sweden chose to do so. Germany also undertook a study, which will be reported here, but outside the funding framework.

In a parallel development, the European Union is funding two research projects, which aim to develop a benchmark long-distance travel diary survey methodology: *Methods for European Surveys of Travel Behaviour* and *Technologies for European Surveys of Travel Behaviour* (Axhausen and Youssefzadeh, 1996 and Youssefzadeh and Axhausen, 1996). These projects are testing various alternative survey methods in a number of countries to identify the most efficient as a benchmark methodology for later use. This project is going beyond the minimum requirements defined by the informal working group. This work and the work of the pilots is complementary.

The purpose of this intermediate report is to summarize and compare the survey methodologies adopted by the pilots in the participating member states: survey design, survey protocol, sampling methods. The substantial results of the surveys and the methodological conclusions will be the subject of the final report, into which this report will be integrated.

The structure of this report is as follows: the next section describes the minimum requirements, which the pilot studies had to adhere to in terms of definitions and coding. The following section discusses

the methodological approaches employed by each participating member state in detail, while the final section compares these approaches and provides an assessment of the comparability of the results.

This report is based in the main on informal interim reports provided by the member states, for which a reference cannot be given. Where citable material is available, appropriate references will be made.

## 2 EUROSTAT REQUIREMENTS

The informal working group, coordinated by EUROSTAT (1995a), arrived at the following set of definitions<sup>1</sup>:

### "1.1. Trip - Voyage - Reise

A trip is a movement to one or more destinations, and covers the whole period that a person is away from the place of residence. For the long-distance mobility survey, at least one point of destination has to be situated at more than 100 km from the point of origin. The return is included in the same trip. A trip can have just a single journey.

The place of work or study can also be the origin of a trip. In special circumstances, when people live during the survey period in another place than their usual (first residence, this place should be taken as origin).

In cases such as that of a commercial traveller, the most remote destination and the main mode of transport used are to be described.

To improve the quality of the understanding of the threshold, maps (from the place of residence) might be used to show the limits of the area not covered by the survey.

### 1.2. Journey - Deplacement - Fahrt

A journey is an activity based movement from a specified point of origin to a specified point of destination. A new journey is to be described each time an important activity will take place or if there is at least one overnight stay. A journey can have just a single stage.

### 1.3. Stage - Trajet - Etappe

---

<sup>1</sup> The terms "journey" and "trip" are used by these definitions according to the practice in tourism statistics. This report will adopt the practice in transport, where the terms are used with meanings exchanged.

A stage (segment) is a part of a journey defined by one single mode or mean of transport. Another stage must be taken into account if a change of mode or means of transport during a journey takes place. The locality of change or means of transport are to be described.

In each mode of transport, several means of transport can be used. For example, in the road transport mode you can travel by private car or by bus, even by bicycle which are means of transport. In the railway transport mode, you can travel by high speed train or normal train.

Stages going to/from terminals (places of changing modes or means) are to be described, only if the distance of such a stage is at least 100 km. It is due to subsidiarity of the states to use a narrower threshold." (Eurostat, 1995a)<sup>2</sup>.

The following dimensions of a travel diary survey are therefore specified:

• <i>Overall approach:</i>	Stage/journey-based.
• <i>Minimum distance:</i>	100 km
• <i>Minimum duration:</i>	None
• <i>Geographic range of exclusion:</i>	Undefined
• <i>Temporal range of exclusion:</i>	Undefined
• <i>Other exclusions:</i>	None
• <i>Treatment of regular travellers:</i>	Not addressed
• <i>Treatment of regular journeys:</i>	Not addressed
• <i>Spatial definition of destination:</i>	Undefined
• <i>Reference location (Current base):</i>	Not precisely defined

The EUROSTAT definition assumes the existence of a main haul in the long-distance trip with trips to and from the terminal of that main haul. While many, maybe most long-distance trips will have such a structure, e.g. taxi to the airport, flight, taxi to the hotel, not all of them will do and it is additionally not clear that the implementation of such a two tier, stage/journey, survey structure will make response easier for the respondents.

The following tables specify the items and their coding, as set out as the minimum requirement of the working group and therefore of the EUROSTAT coordinated pilot studies.

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<sup>2</sup> The use of the terms 'trips' and 'journey' by the EUROSTAT working group is non-standard in comparison with the travel behaviour literature, where their usage is reversed. EUROSTAT is consistent with usages of tourism statistics, but the following will be employed here: a trip is a sequence of stages between activities and journeys are sequences of trips starting and ending at a reference location.



Table 1 Items: Household, person and vehicle

Item	Minimum
Location of main residence	Open
Size of household	[]
Car availability	Owned, leased, rented, company provided, other
Age	Year of birth
Sex	m, f
Profession	Of highest earner

Table 2 Items: Movement form - journey level

Item	Minimum
<i>Journey</i>	
Duration	[]
Departure	Day
Return	Day
Number of overnight stays	[]
<i>Trip</i>	
Departure location	Open [NUTS III]
Departure time	Day, hour
Arrival time	Day, hour
Main purpose	Work, education, business, shopping, visiting, leisure, other private, other
Size of party	[]

Table 3 Items: Movement form - stage level

Item	Minimum
Mode	Car, motorcycle, high speed train, other train, bus & coach (scheduled, charter), air (scheduled, charter), sea, other
Destination	Open [NUTS III]

### 3 METHODOLOGIES EMPLOYED

The discussion below gives a section to each of the participating member states (including Germany). Each section describes first the overall approach taken and the aims pursued by the respective member state. The approach or approaches taken in case, that member state tested a number of them, are then described in terms of their survey design, survey protocol and sampling strategy.

#### 3.1 Austria

Austria has undertaken three surveys, which will all contribute to the EUROSTAT pilot:

- Fessel/IFES main survey for the *Bundesverkehrswegeplan* (BVWP) (Federal transport infrastructure plan)
- Sammer/Herry control survey for the BVWP
- EUROSTAT pilots in Tirol

The first two are production surveys generating data for the transport models to be developed in the framework of the BVWP, while the EUROSTAT pilots had methodological aims.

##### 3.1.1 Fessel/IFES main survey

The Fessel/IFES survey had the twofold task of describing both the daily mobility behaviour and the long distance mobility behaviour of the respondents in Austria. Both surveys approximated the past KONTIV-standard in design and protocol. The long-distance survey was part of the survey package, but used a separate form. It can be characterized as follows:

- *Survey object:* All relevant journeys during the reporting period
- *Overall approach:* trip-based
- *Duration of reporting period:* last 14 days
- *Temporal orientation:* retrospective
- *Minimum distance:* 50 km
- *Minimum duration:* None
- *Geographic range of exclusion:* Undefined
- *Temporal range of exclusion:* Undefined
- *Other exclusions:* None
- *Treatment of regular travellers:* Not addressed
- *Treatment of regular journeys:* Not addressed
- *Spatial definition of destination:* Undefined
- *Reference location (Current base):* Not precisely defined

with the following protocol and sample:

- *Survey period:* Five waves of five days each between Oct. 9th 1995 and Nov. 11th 1995.
- *Announcement:* None
- *Survey material:* Cover letter, household and trip form
- *Type of contact:* Written with collection through interviewer
- *Type and number of reminders:* Five attempts of the interviewer to visit the household and to gather the questionnaires, afterwards telephone reminders and postal mail back of questionnaires.
- *Type of Non-response interviews:* None (but see the Sammer/Herry below)
- *Sample unit:* Household (all persons over 6 years)
- *Sample size:* One third of 18108 households (see Figure 1) (self-constructed sampling frame)
- *Type of sample:* Randomly drawn persons from the electoral role in a stratified sample of municipalities
- *Sample location:* Austria
- *Type of weighting:* Socio-demographic weighting

See Figure 2 for an example page of the trip form.

### 3.1.2 Sammer/Herry control study

The control study was undertaken to verify the results of the main study. While it was identical in most respects, including the sampling methods, it did use a different survey form and a smaller sample size (Herry, Sammer, Schuster, Röschl and Russ, 1997):

- *Survey period:* October 1995
- *Announcement:* Announcement letter and telephone call

- *Survey material:* Cover letter, household and trip form
- *Type of contact:* Mail-back
- *Type and number of reminders:* One postal reminder, two reminders by telephone, two re-mailings of questionnaires
- *Type of Non-response interviews:* Telephone non-responses interviews, but only regarding daily mobility
  
- *Sample unit:* Household (all persons over 6 years)
- *Sample size:* 1200 households
- *Type of sample:* Subset of the sample drawn for the Fessel-Ifes study
- *Sample location:* Austria
- *Type of weighting:* Socio-demographic weighting

See Figure 3 for an example page of the trip form.

### 3.1.3 Pilot study

The pilot studies were undertaken to improve the methodology of mail-back instruments both in the context of the work of the BVWP and of the EUROSTAT coordinated pilots. The study aimed to improve our understanding of the interactions between the respondent workload, response rates and data yield (number of journeys etc. reported) (Axhausen, Köll, Bader and Herry, 1996a and b). A total of eight different surveys were undertaken, which were based on a full factorial of the factors: survey duration (four and eight weeks), temporal orientation (prospective and retrospective) and complexity of the movement form (small and large set of questions).

The surveys can be described by the following choices:

- *Survey object:* All relevant journeys during the reporting period
- *Overall approach:* Stage-based with some journey-based questions
- *Duration of reporting period:* Four or eight weeks
- *Temporal orientation:* Prospective or retrospective
- *Minimum distance:* 75 km
- *Minimum duration:* None
- *Geographic range of exclusion:* Non long-distance trips within a destination
- *Temporal range of exclusion:* Non long-distance trips, while staying at a destination
  
- *Other exclusions:* None
- *Treatment of regular travellers:* No special provision
- *Treatment of regular journeys:* No special provision
- *Spatial definition of destination:* Municipal area
- *Reference location (Current base):* Any destination with two consecutive overnight stays

plus the variation of the level of detail of the survey form.

The administration was varied to some extent between the prospective and retrospective surveys:

- *Survey period:* Mar. 23rd 1996 to Apr. 21st 1996 for the four week surveys; Mar. 23rd 1996 to May 19th 1996 for the eight week surveys (some surveys were conducted with the starting date shifted to a day two weeks later)
- *Announcement:* Yes, two days before arrival of the survey pack
- *Survey material:* Cover letter, household form, journey/stage form, explanatory booklet, flyer explaining the BVWP
- *Type of contact:* Mail-back
- *Type and number of reminders:* Two during the prospective period; two after the end of the survey period, including one redistribution of the whole survey pack
- *Type of Non-response interviews:* Non-response interviews with all households not responding within a week of redistribution covering the reasons for non-response, the number and some details of the journeys undertaken during the survey period and income.

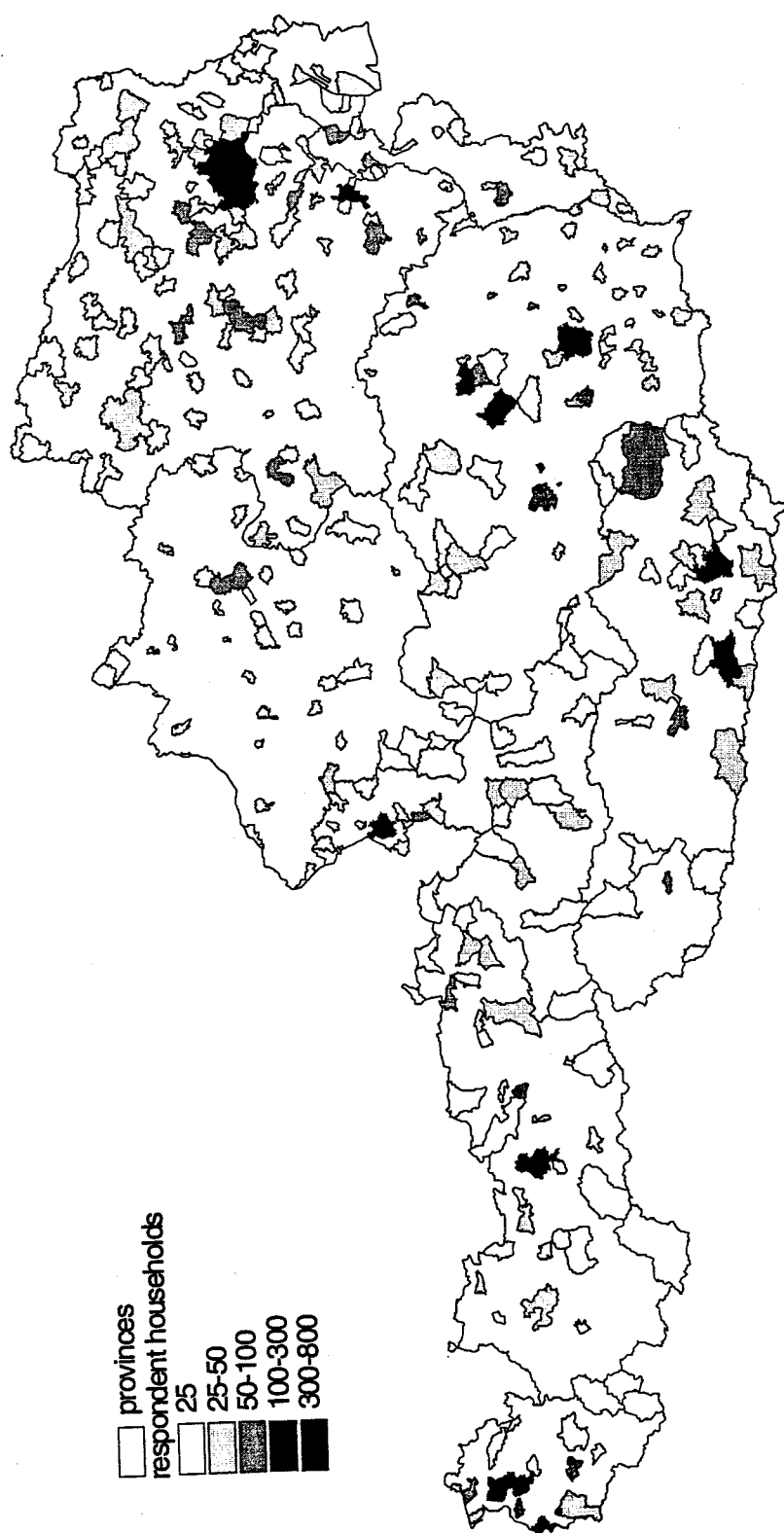
An example page of the stage/journey form is shown in Figure 4.

The sampling strategy was to focus on households, of which one would expect a low response to test the instrument fully. To minimize cost only the local area was used.

- *Sample unit:* Males between 25-45 and all of their household members
- *Sample size:* Eight times 135 persons
- *Type of sample:* Random sample drawn by an address dealer
- *Sample location:* Innsbruck
- *Type of weighting:* None

The location of the survey is shown on Figure 5.

Figure 1 Austrian sampling locations



Data: Fessel/Ives  
Bundesministerium für Wissenschaft, Verkehr und Kunst, Abt. I/1

Figure 2 Fessel/IFES study: Example page of the trip form

Denken Sie bitte an die letzten 14 Tage, also vor Ihrem Stichtag zwei Wochen zurück. - Wurde von jemandem in Ihrem Haushalt in diesem Zeitraum zumindest eine Reise (Fahrt) zu einem Ziel unternommen, das mindestens 50 Kilometer von Ihrem Wohn- bzw. Arbeitsort entfernt ist - eine Wegstrecke? (Ausgenommen sind täglich sich wiederholende Fahrten!)

☐ nein, keine →  
ja, wieviele: . . . . .

Bitte tragen Sie im Schema alle Fahrten ein und von welcher bzw. welchen Person(en) diese Fahrt durchgeführt wurde. (Personen-Nummer(n) im Kästchen eintragen!) Für Rückfahrten extra ausfüllen!

	Fernverkehr 1	Fernverkehr 2	Fernverkehr 3	Fernverkehr 4	Fernverkehr 5	Fernverkehr 6
Wer ist mitgefahren?	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wann abgefahren?	Datum: ..... Uhrzeit: .....	Datum: ..... Uhrzeit: .....	Datum: ..... Uhrzeit: .....	Datum: ..... Uhrzeit: .....	Datum: ..... Uhrzeit: .....	Datum: ..... Uhrzeit: .....
Wo abgefahren?	Gemeinde: ..... Bundesland: ..... Staat: .....	Gemeinde: ..... Bundesland: ..... Staat: .....	Gemeinde: ..... Bundesland: ..... Staat: .....	Gemeinde: ..... Bundesland: ..... Staat: .....	Gemeinde: ..... Bundesland: ..... Staat: .....	Gemeinde: ..... Bundesland: ..... Staat: .....
Wohin gefahren (Ziel)?	Gemeinde: ..... Bundesland: ..... Staat: .....	Gemeinde: ..... Bundesland: ..... Staat: .....	Gemeinde: ..... Bundesland: ..... Staat: .....	Gemeinde: ..... Bundesland: ..... Staat: .....	Gemeinde: ..... Bundesland: ..... Staat: .....	Gemeinde: ..... Bundesland: ..... Staat: .....
Wann angekommen:	Datum: ..... Uhrzeit: .....	Datum: ..... Uhrzeit: .....	Datum: ..... Uhrzeit: .....	Datum: ..... Uhrzeit: .....	Datum: ..... Uhrzeit: .....	Datum: ..... Uhrzeit: .....
Reisezweck:						
geschäftlich	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
dienstlich	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Einkauf	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Verwandten-/Bekanntensbesuch	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
sonstige Freizeitaktivitätsfahrten inkl. Urlaub	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
sonstige Privatreisen	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Benutzte Verkehrsmittel:						
PKW als Lenker	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PKW als Mitfahrer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mietwagen	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
städtisches Verkehrsmittel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bahn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Überlandbus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flugzeug	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schiff (Fähre)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorrad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Moped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fahrrad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Anzahl der Übernachtungen am Zielort:						

Figure 3 Sammer/Herry: Example page of the trip form

**4 PERSONEN-FRAGEBOGEN FERNVERKEHR FORTSETZUNG**  
Bitte Nummer der Person aus dem Haushaltsbogen eintragen!

**Ausfüllzeit von:** \_\_\_\_\_ **bis** \_\_\_\_\_

REISE/FAHRT 4	REISE/FAHRT 5	REISE/FAHRT 6	REISE/FAHRT 7
<b>BEGINN</b>	<b>BEGINN</b>	<b>BEGINN</b>	<b>BEGINN</b>
Datum _____	Datum _____	Datum _____	Datum _____
Uhrzeit _____	Uhrzeit _____	Uhrzeit _____	Uhrzeit _____
<b>AUSGANGSPUNKT</b>	<b>AUSGANGSPUNKT</b>	<b>AUSGANGSPUNKT</b>	<b>AUSGANGSPUNKT</b>
(Staat) _____	(Staat) _____	(Staat) _____	(Staat) _____
(nächstgrößere Stadt) _____	(nächstgrößere Stadt) _____	(nächstgrößere Stadt) _____	(nächstgrößere Stadt) _____
(Gemeinde) _____	(Gemeinde) _____	(Gemeinde) _____	(Gemeinde) _____
<b>Zweck</b>	<b>Zweck</b>	<b>Zweck</b>	<b>Zweck</b>
Arbeitsplatz _____	Arbeitsplatz _____	Arbeitsplatz _____	Arbeitsplatz _____
Dienstl./geschäftl. _____	Dienstl./geschäftl. _____	Dienstl./geschäftl. _____	Dienstl./geschäftl. _____
Ausbildung/Schule _____	Ausbildung/Schule _____	Ausbildung/Schule _____	Ausbildung/Schule _____
Einkauf _____	Einkauf _____	Einkauf _____	Einkauf _____
Privatbesuch _____	Privatbesuch _____	Privatbesuch _____	Privatbesuch _____
Urlaub, Erholung _____	Urlaub, Erholung _____	Urlaub, Erholung _____	Urlaub, Erholung _____
Nach Hause _____	Nach Hause _____	Nach Hause _____	Nach Hause _____
Anderes, und zwar: _____	Anderes, und zwar: _____	Anderes, und zwar: _____	Anderes, und zwar: _____
<b>VERKEHRSMITTEL</b>	<b>VERKEHRSMITTEL</b>	<b>VERKEHRSMITTEL</b>	<b>VERKEHRSMITTEL</b>
Fahrrad _____	Fahrrad _____	Fahrrad _____	Fahrrad _____
Moped, Motorrad _____	Moped, Motorrad _____	Moped, Motorrad _____	Moped, Motorrad _____
PKW als Fahrer _____	PKW als Fahrer _____	PKW als Fahrer _____	PKW als Fahrer _____
PKW als Mitfahrer _____	PKW als Mitfahrer _____	PKW als Mitfahrer _____	PKW als Mitfahrer _____
Taxi als Fahrgast _____	Taxi als Fahrgast _____	Taxi als Fahrgast _____	Taxi als Fahrgast _____
Straßenbahn _____	Straßenbahn _____	Straßenbahn _____	Straßenbahn _____
U-Bahn _____	U-Bahn _____	U-Bahn _____	U-Bahn _____
Städtischer Bus _____	Städtischer Bus _____	Städtischer Bus _____	Städtischer Bus _____
Regionalbus _____	Regionalbus _____	Regionalbus _____	Regionalbus _____
Werks-, Schulbus _____	Werks-, Schulbus _____	Werks-, Schulbus _____	Werks-, Schulbus _____
Bahn, Schnellbahn _____	Bahn, Schnellbahn _____	Bahn, Schnellbahn _____	Bahn, Schnellbahn _____
Flugzeug _____	Flugzeug _____	Flugzeug _____	Flugzeug _____
Anderes, und zwar: _____	Anderes, und zwar: _____	Anderes, und zwar: _____	Anderes, und zwar: _____
<b>GENAUE ZIELADRESSE</b>	<b>GENAUE ZIELADRESSE</b>	<b>GENAUE ZIELADRESSE</b>	<b>GENAUE ZIELADRESSE</b>
(Staat) _____	(Staat) _____	(Staat) _____	(Staat) _____
(nächstgrößere Stadt) _____	(nächstgrößere Stadt) _____	(nächstgrößere Stadt) _____	(nächstgrößere Stadt) _____
(Gemeinde) _____	(Gemeinde) _____	(Gemeinde) _____	(Gemeinde) _____
<b>ANKUNFT</b>	<b>ANKUNFT</b>	<b>ANKUNFT</b>	<b>ANKUNFT</b>
Datum _____	Datum _____	Datum _____	Datum _____
Uhrzeit _____	Uhrzeit _____	Uhrzeit _____	Uhrzeit _____
Nächte _____	Nächte _____	Nächte _____	Nächte _____

Die weiteren Reisen dieser 14 Tage bitte in einen weiteren Personenfragebogen eintragen! Vielen Dank für Ihre Mühe!



Figure 4 Austrian pilot study: Example page of the "large" stage/journey form

**REISE DER PERSON** Vorname \_\_\_\_\_

■ Fortsetzung der Reise →

■ Beginn der nächsten Reise ↓

**Abfahrt von**

☐ zu Hause

☐ Sonst \_\_\_\_\_

Am: \_\_\_\_\_ um: \_\_\_\_\_ Uhr

**Hauptzweck der gesamten Reise**

☐ Arbeit am ständigen Arbeitsplatz/Dienst

☐ Ausbildung/Weiterbildung

☐ Geschäftlich/Dienstlich

☐ Private geschäftliche Angelegenheiten

☐ Private Dienstleistungen/Arztbesuch

☐ Einkaufen

☐ Besuch bei Verwandten/Freunden

☐ Freizeit/Erholung

☐ Absetzen/Abholen

☐ Anderer: \_\_\_\_\_

**Gab es einen Hauptzielort der Reise?**

☐ Nein

☐ Ja, bitte Ortsnamen/Land angeben \_\_\_\_\_

**Vornamen aller weiteren mitreisenden Haushaltsmitglieder (auch unter 15 Jahren)**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Anzahl der anderen Mitreisenden**

\_\_\_\_\_

**Etappe der Hin-, Weiter- oder Rückfahrt gefahren mit**

<input type="checkbox"/> Haushalts-PKW	Nr. _____
<input type="checkbox"/> Anderem privaten PKW	
<input type="checkbox"/> Leihwagen	<input type="checkbox"/> Bus
<input type="checkbox"/> Firmenwagen	<input type="checkbox"/> Reisebus (Linien dienst)
<input type="checkbox"/> Taxi	<input type="checkbox"/> Reisebus (Charter)
<input type="checkbox"/> ICE/IGV o.ä.	<input type="checkbox"/> Linienflug
<input type="checkbox"/> IC/EC	<input type="checkbox"/> Charterflug
<input type="checkbox"/> Anderem Fernzug	<input type="checkbox"/> Fähre/Schiff
<input type="checkbox"/> Nahverkehrszug/ S-Bahn	<input type="checkbox"/> Motorrad/Moped
<input type="checkbox"/> Straßenbahn/ U-Bahn	<input type="checkbox"/> Fahrrad
	<input type="checkbox"/> Anderem

**Zug** ☐ 1. Klasse ☐ 2. Klasse

**Flug** ☐ 1. Klasse ☐ Business ☐ Economy

**Bezahlt von**

☐ Selbst ☐ Auftraggeber

☐ Familie/Freunde ☐ Gastgeber

☐ Arbeitgeber ☐ Anderem

**Ankunft in:**

Am: \_\_\_\_\_ um: \_\_\_\_\_ Uhr

**Aktivitäten am Aufenthalts- oder Zielort (Mehrfachnennungen möglich!)**

☐ Umsteigen/Fahrzeugwechsel

☐ Pause/Essen

☐ Übernachten

☐ Arbeit am ständigen Arbeitsplatz/Dienst

☐ Ausbildung/Weiterbildung

☐ Geschäftlich/Dienstlich

☐ Private geschäftliche Angelegenheiten

☐ Private Dienstleistungen/Arztbesuch

☐ Einkaufen

☐ Besuch bei Verwandten/Freunden

☐ Freizeit/Erholung

☐ Absetzen/Abholen

☐ Andere \_\_\_\_\_

☐ Wohnen

**Übernachtung**

☐ Nicht übernachtet

☐ Hotel/Pension ☐ Bei Verwandten/Freunden

☐ Feriendorf/Club ☐ Eigene

☐ Jugendherberge ☐ Zweitwohnung

☐ Campingplatz ☐ Privatzimmer

☐ Andere ☐ Zweitwohnung von Freunden/Familie

☐ Möglichkeit

**Übernachtung bezahlt von**

☐ Selbst ☐ Auftraggeber

☐ Familie/Freunde ☐ Gastgeber

☐ Arbeitgeber ☐ Kostenlos

**Weiter** Am: \_\_\_\_\_ um: \_\_\_\_\_ Uhr

☐ Ende der gesamten Reise

☐ Für nächste Reise bitte umblättern

**Etappe der Hin-, Weiter- oder Rückfahrt gefahren mit**

<input type="checkbox"/> Haushalts-PKW	Nr. _____
<input type="checkbox"/> Anderem privaten PKW	
<input type="checkbox"/> Leihwagen	<input type="checkbox"/> Bus
<input type="checkbox"/> Firmenwagen	<input type="checkbox"/> Reisebus (Linien dienst)
<input type="checkbox"/> Taxi	<input type="checkbox"/> Reisebus (Charter)
<input type="checkbox"/> ICE/IGV o.ä.	<input type="checkbox"/> Linienflug
<input type="checkbox"/> IC/EC	<input type="checkbox"/> Charterflug
<input type="checkbox"/> Anderem Fernzug	<input type="checkbox"/> Fähre/Schiff
<input type="checkbox"/> Nahverkehrszug/ S-Bahn	<input type="checkbox"/> Motorrad/Moped
<input type="checkbox"/> Straßenbahn/ U-Bahn	<input type="checkbox"/> Fahrrad
	<input type="checkbox"/> Anderem

**Zug** ☐ 1. Klasse ☐ 2. Klasse

**Flug** ☐ 1. Klasse ☐ Business ☐ Economy

**Bezahlt von**

☐ Selbst ☐ Auftraggeber

☐ Familie/Freunde ☐ Gastgeber

☐ Arbeitgeber ☐ Anderem

**Ankunft in:**

Am: \_\_\_\_\_ um: \_\_\_\_\_ Uhr

**Aktivitäten am Aufenthalts- oder Zielort (Mehrfachnennungen möglich!)**

☐ Umsteigen/Fahrzeugwechsel

☐ Pause/Essen

☐ Übernachten

☐ Arbeit am ständigen Arbeitsplatz/Dienst

☐ Ausbildung/Weiterbildung

☐ Geschäftlich/Dienstlich

☐ Private geschäftliche Angelegenheiten

☐ Private Dienstleistungen/Arztbesuch

☐ Einkaufen

☐ Besuch bei Verwandten/Freunden

☐ Freizeit/Erholung

☐ Absetzen/Abholen

☐ Andere \_\_\_\_\_

☐ Wohnen

**Übernachtung**

☐ Nicht übernachtet

☐ Hotel/Pension ☐ Bei Verwandten/Freunden

☐ Feriendorf/Club ☐ Eigene

☐ Jugendherberge ☐ Zweitwohnung

☐ Campingplatz ☐ Privatzimmer

☐ Andere ☐ Zweitwohnung von Freunden/Familie

☐ Möglichkeit

**Übernachtung bezahlt von**

☐ Selbst ☐ Auftraggeber

☐ Familie/Freunde ☐ Gastgeber

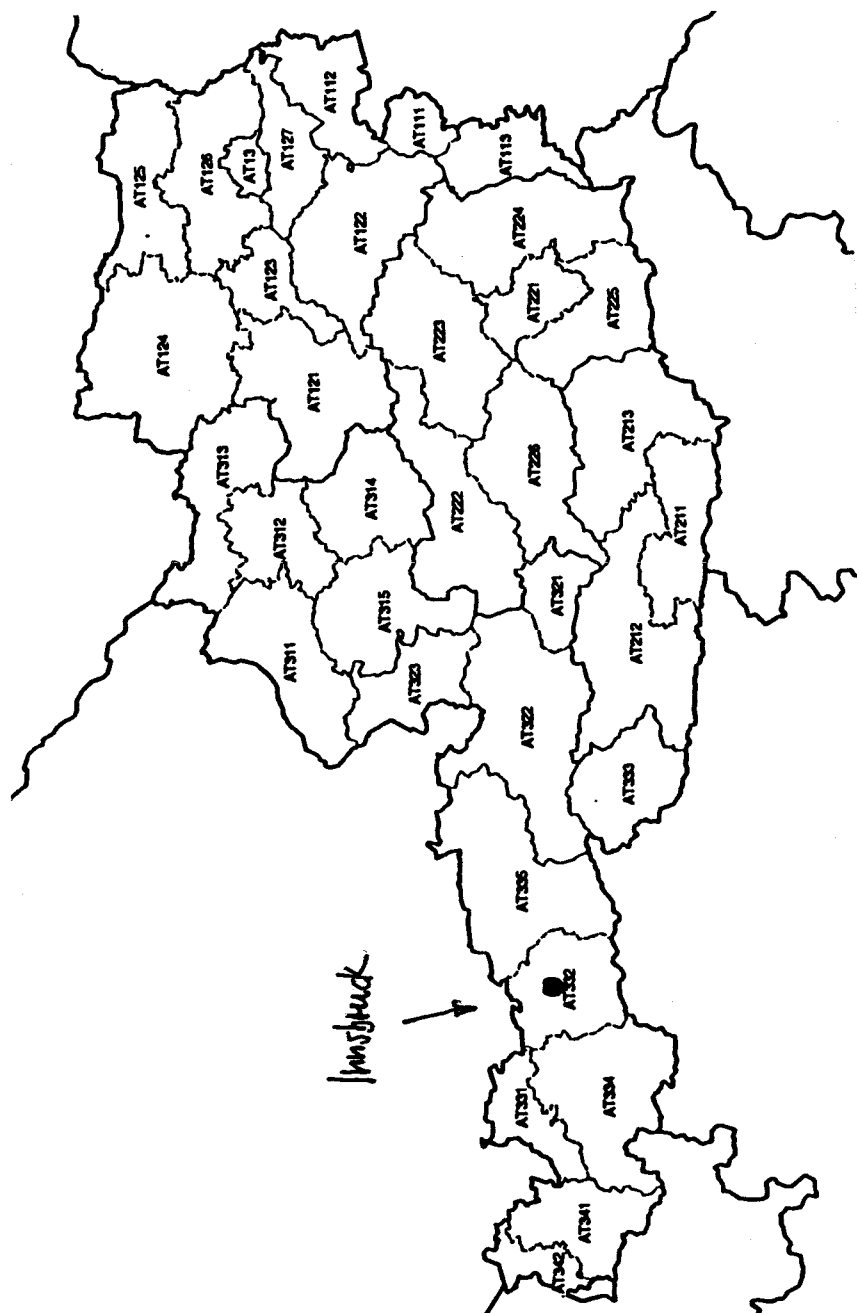
☐ Arbeitgeber ☐ Kostenlos

**Weiter** Am: \_\_\_\_\_ um: \_\_\_\_\_ Uhr

☐ Ende der gesamten Reise

☐ Für nächste Reise bitte umblättern

Figure 5 Austrian pilot study: Sampling location



### 3.2 Denmark

The Danish study is being undertaken as part of the regular mobility study of the Danish national statistical office. For the period from November 1996 to October 1997 a block of additional questions is added to the regular survey. The survey can be characterized as follows:

- *Survey object:* Up to six different journeys during the reporting period, for each of which up to four trips on the way to the main destination and up to four on the return and three stages over 100 km for each trip are recorded
- *Overall approach:* Journey-based with drilling down to trip and stage
- *Duration of reporting period:* Last month before the survey day/week.
- *Temporal orientation:* Retrospective
- *Minimum distance:* 100 km
- *Minimum duration:* None
- *Geographic range of exclusion:* Undefined
- *Temporal range of exclusion:* Undefined
- *Other exclusions:* None
- *Treatment of regular travellers:* Not addressed
- *Treatment of regular journeys:* Number of similar journeys is recorded
- *Spatial definition of destination:* Undefined
- *Reference location (Current base):* All types of start locations possible

The survey protocol is:

- *Survey period:* The third week of each month from Nov. 1996 to Oct. 1997
- *Announcement:* Announcement letter is sent three days before interview
- *Survey material:* None
- *Type of contact:* CATI
- *Type and number of reminders:* A series of contact attempts during the survey week
- *Type of Non-response interviews:* None

The sample is constructed as:

- *Sample unit:* Persons aged 16-74 years
- *Sample size:* 1800 persons/month
- *Type of sample:* Random sample from the Central Population Register
- *Sample location:* Denmark
- *Type of weighting:* Socio-demographic weighting by degree of urbanisation, sex, age, marital status and type of housing

### 3.3 France

The French pilot survey addresses a number of methodological issues, which arise in the context of a freestanding long-distance survey. While the French National Passenger Travel Survey employs interviewers to collect the travel information, including long-distance travel information (Armagoom and Madre, 1996), such an expensive method is unlikely to be available for a dedicated long-distance survey. Eight surveys were conducted based on a full factorial of three factors: sample recruitment (telephone book versus recruitment from an existing survey panel), duration (one versus three months) and survey administration (CATI versus mail-back).

#### 3.3.1 French CATI pilots

The contents of the surveys were identical:

- |   |  |
|---|--|
| • <i>Survey object:</i>                     | All relevant trips ending during the reporting period  |
| • <i>Overall approach:</i>                  | Trip/journey-based with stage information (up to five stages in the postal form)   |
| • <i>Duration of reporting period:</i>      | The last month or the last three months  |
| • <i>Temporal orientation:</i>              | Retrospective  |
| • <i>Minimum distance:</i>                  | 100 km   |
| • <i>Minimum duration:</i>                  | None   |
| • <i>Geographic range of exclusion:</i>     | Implicit, trips under 100 km starting at one destination point   |
| • <i>Temporal range of exclusion:</i>       | Implicit, trips at the destination   |
| • <i>Other exclusions:</i>                  | Persons travelling for work (truckers, train conductors etc.)  |
| • <i>Treatment of regular travellers:</i>   | Not addressed  |
| • <i>Treatment of regular journeys:</i>     | Repeated journeys can be addressed (up to 4 repeats in the postal form) with an indication of additional number of journeys during the survey period |
| • <i>Spatial definition of destination:</i> | Locality (NUTS 3 zone)   |
| • <i>Reference location (Current base):</i> | Home   |

The CATI methodology was applied in the following form:

- |   |  |
|---|--|
| • <i>Survey period:</i>                   | January 1997 to March 1997   |
| • <i>Announcement:</i>                    | Recruitment confirmation letter (memory jogger, map with minimum distance marked and one page explanatory flyer) following an recruitment call |
| • <i>Survey material:</i>                 | Memory jogger, map with distance marked and one page explanatory flyer   |
| • <i>Type of contact:</i>                 | CATI   |
| • <i>Type and number of reminders:</i>    | None   |
| • <i>Type of Non-response interviews:</i> | None   |

Based on the following sample:

- *Sample unit:* Households with one person over six years responding (proxy reporting for six to fifteen year olds permitted)
- *Sample size:* 500 persons
- *Type of sample:* Method 1: Stratified random sample from the telephone book (oversampling of presumably highly mobile municipalities according to the average income of the inhabitants; oversampling of mobile persons within the household)  
Method 2: recruitment from existing survey panel (some oversampling)
- *Sample location:* Rhone-Alp region (see Figure 6).
- *Type of weighting:* By socio-demographic characteristics

### 3.3.2 French postal pilot

The postal pilots are identical in content, but differ in sampling method and protocol from the CATI survey.

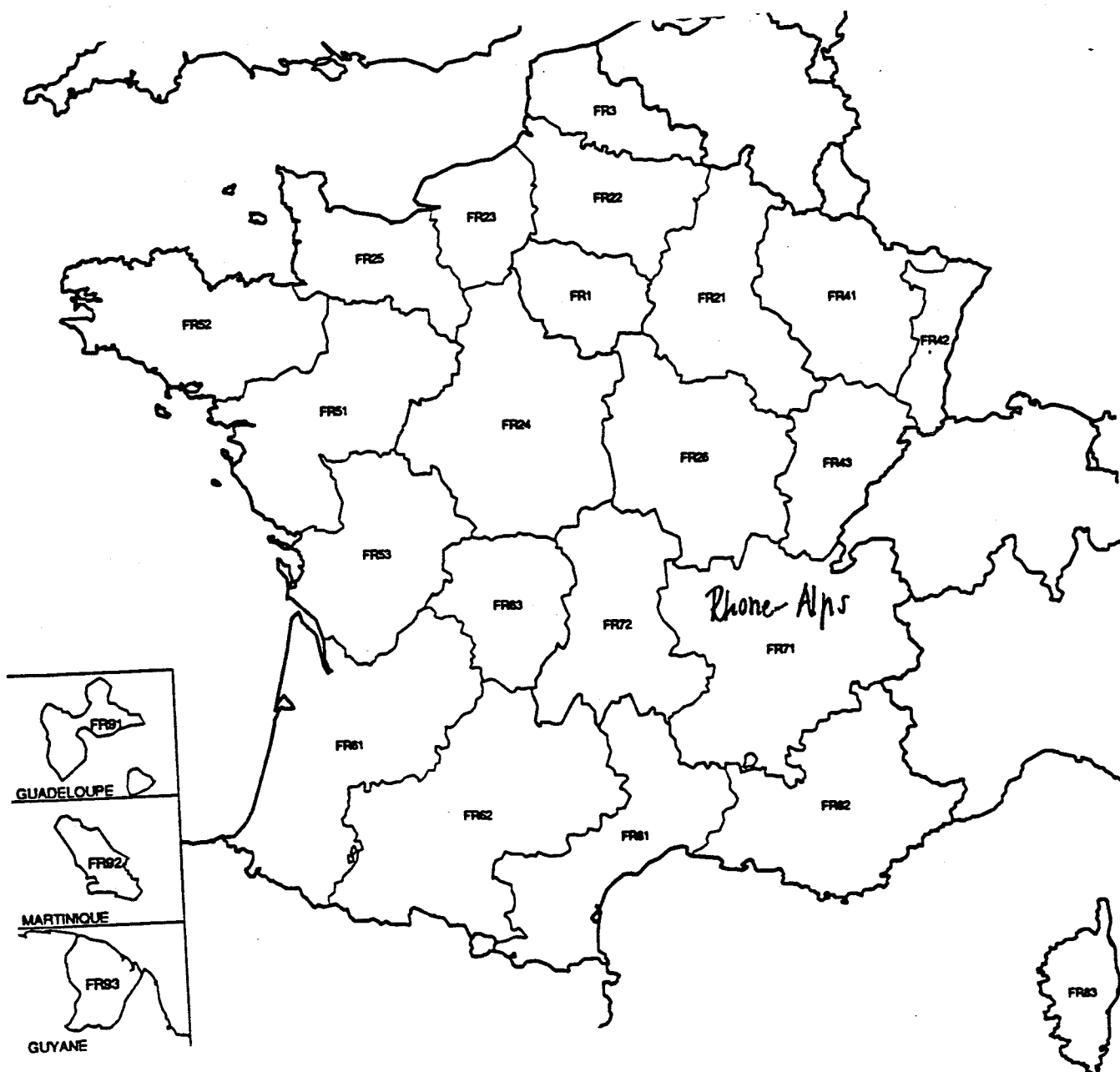
- *Survey period:* January 1997 to March 1997
- *Announcement:* Recruitment confirmation letter (memory jogger, map with minimum distance marked and one page explanatory flyer) following an recruitment call
- *Survey material:* Survey form and support material described above
- *Type of contact:* Mail-back
- *Type and number of reminders:* None, initial sample was sufficient to reach target size
- *Type of Non-response interviews:* None

Based on the following sample:

- *Sample unit:* Households with one person over six years responding (proxy reporting for six to fifteen year olds permitted)
- *Sample size:* 500 persons
- *Type of sample:* Method 1: Stratified random sample from the telephone book (oversampling of presumably highly mobile municipalities according to the average income of the inhabitants; oversampling of mobile persons within the household)  
Method 2: recruitment from existing survey panel (some oversampling)
- *Sample location:* Rhone-Alp region (see Figure 6).
- *Type of weighting:* By socio-demographic characteristics

Part of the trip page from the survey form is shown in Figure 7.

Figure 6 French pilot: Sampling location





### 3.4 Germany

The German study was undertaken before the EUROSTAT coordinated surveys got under way, but addressed similar issues to the ones motivating the other pilots reported here. The study was fully funded by the German ministry of Transport (Infratest Verkehrsforschung, 1996).

The study involved three different pilots, which will be discussed separately below. The design was intended to compare different survey administration methods: CATI, CATI-postal mixed and postal.

All three surveys implemented the same contents:

- *Survey object:* All relevant journeys during the reporting period
- *Overall approach:* trip/journey-based with some stage detail
- *Duration of reporting period:* Two months
- *Temporal orientation:* Retrospective
- *Minimum distance:* 100 km
- *Minimum duration:* None
- *Geographic range of exclusion:* Implicit, trips at destination
- *Temporal range of exclusion:* Implicit, trips at destination
- *Other exclusions:* None
- *Treatment of regular travellers:* Not addressed
- *Treatment of regular journeys:* Recording of one regular journey possible (two for CATI)
- *Spatial definition of destination:* Undefined
- *Reference location (Current base):* Home

#### 3.4.1 German CATI pilot

The CATI pilots implemented the following survey protocol and sampling strategies:

- *Survey period:* Feb. 7th 1996 to Feb. 14th 1996
- *Announcement:* None
- *Survey material:* None
- *Type of contact:* CATI with up to 6 attempts within 7 days of the first attempt
- *Type and number of reminders:* None
- *Type of Non-response interviews:* None

Strategy 1:

- *Sample unit:* Persons over 14 years
- *Sample size:* 65



- *Type of sample:* Random sample from the existing InfraScope consumer survey
- *Sample location:* Germany
- *Type of weighting:* None required

Strategy 2:

- *Sample unit:* Persons between 14 and 40 years
- *Sample size:* 32
- *Type of sample:* Random sample from the existing InfraScope consumer survey, but living alone
- *Sample location:* Germany
- *Type of weighting:* None required

Strategy 3:

- *Sample unit:* Persons over 14 years
- *Sample size:* 33
- *Type of sample:* Random sample from the existing InfraScope consumer survey, but living in a household with a minimum disposable income of 4000 DM/month
- *Sample location:* Germany
- *Type of weighting:* None required

### 3.4.2 German CATI-postal pilot

The CATI-postal pilot employed the telephone for the recruitment and motivation of the respondents, but only exceptionally for retrieval. The sampling strategies were identical to those employed in the CATI only interviews.

The protocol adopted was:

- *Survey period:* Recruitment in January 1996; distribution on February 8th
- *Announcement:* Recruitment call
- *Survey material:* Cover letter, household form, journey forms, explanatory booklet, data protection information, calendar and map plus ruler indicating the minimum distance
- *Type of contact:* Mail-back
- *Type and number of reminders:* One telephone reminder after 2-3 weeks after the distribution date
- *Type of Non-response interviews:* None

### 3.4.3 German postal pilot

The pure postal survey adopted a different sampling strategy and an adjusted survey protocol:

- *Survey period:* Distribution on Feb. 8th 1996
- *Announcement:* None
- *Survey material:* Cover letter, household form, journey forms, explanatory booklet, data protection information, calendar and map plus ruler indicating the minimum distance
- *Type of contact:* Mail-back
- *Type and number of reminders:* Two reminders three weeks apart
- *Type of Non-response interviews:* None
  
- *Sample unit:* Households
- *Sample size:* 250
- *Type of sample:* Random sample from the national CD-ROM telephone book
- *Sample location:* Germany
- *Type of weighting:* None required

An example of the journey page is shown in Figure 8.

Figure 8 German postal pilot: Example journey page

Bitte übertragen Sie noch einmal alle Zielorte in die jeweiligen Spalten, danach füllen Sie bitte zuerst die 1. Spalte (= erster Zielort), dann die 2. Spalte (= zweiter Zielort) usw. aus.

	Fahrt zum 1. Zielort	Fahrt zum 2. Zielort	Fahrt zum 3. Zielort	Fahrt zum 4. Zielort	Fahrt zum 5. Zielort	Fahrt zum 6. Zielort	Rückfahrt
6. Bitte den <u>Zielort</u> eintragen:	_____	_____	_____	_____	_____	_____	
7. Von wo aus haben Sie die Fahrt angetreten? Von Zuhause _____ Von Arbeits-/Ausbildungsstätte (bitte Ort angeben) _____ Von woanders (bitte Ort angeben) _____	<input type="checkbox"/>						
8. Wann haben Sie die Fahrt begonnen? Tag: _____ Uhrzeit: _____	_____	_____	_____	_____	_____	_____	_____
9. Mit welchem Verkehrsmittel sind Sie zuerst gefahren? Pkw _____ Motorrad _____ Hochgeschwindigkeitszug _____ Sonstige Eisenbahn _____ Bus _____ Flugzeug _____ Schiff _____ Fähre _____ Sonstiges _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Wohin sind Sie damit gefahren? Bis zum Ziel dieser Fahrt _____ Wenn nicht: Bis zu welchem Ort _____	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17
11. Und mit welchem Verkehrsmittel sind Sie dann weitergefahren? Pkw _____ Motorrad _____ Hochgeschwindigkeitszug _____ Sonstige Eisenbahn _____ Bus _____ Flugzeug _____ Schiff _____ Fähre _____ Sonstiges _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Wohin sind Sie damit gefahren? Bis zum Ziel dieser Fahrt _____ Wenn nicht: Bis zu welchem Ort _____	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17
13. Und mit welchem Verkehrsmittel sind Sie dann weitergefahren? Pkw _____ Motorrad _____ Hochgeschwindigkeitszug _____ Sonstige Eisenbahn _____ Bus _____ Flugzeug _____ Schiff _____ Fähre _____ Sonstiges _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Wohin sind Sie damit gefahren? Bis zum Ziel dieser Fahrt _____ Wenn nicht: Bis zu welchem Ort _____	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17	<input type="checkbox"/> → Frage 17
15. Und mit welchem Verkehrsmittel sind Sie dann weitergefahren? Pkw _____ Motorrad _____ Hochgeschwindigkeitszug _____ Sonstige Eisenbahn _____ Bus _____ Flugzeug _____ Schiff _____ Fähre _____ Sonstiges _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Sind Sie damit am Ziel der Fahrt angekommen? Ja _____ Nein _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Wann sind Sie dort angekommen? Tag: _____ Uhrzeit: _____	_____	_____	_____	_____	_____	_____	_____
18. Haben Sie einen weiteren Zielort auf dieser Reise besucht? Ja _____ Nein (→ bitte Rückfahrt ausfüllen)	<input type="checkbox"/> → Spalte 2	<input type="checkbox"/> → Spalte 3	<input type="checkbox"/> → Spalte 4	<input type="checkbox"/> → Spalte 5	<input type="checkbox"/> → Spalte 6	Haben Sie weitere Zielorte auf dieser Reise besucht? Ja _____ Nein <input type="checkbox"/> Bitte Rückfahrt ausfüllen!	<input type="checkbox"/>
19. Wo haben Sie die Reise beendet? Zuhause _____ Arbeits-/Ausbildungsstätte (bitte Ort angeben) _____ Woanders (bitte Ort angeben) _____							<input type="checkbox"/>

Figure 8 German postal pilot: Example journey page

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### 3.5 Italy

The Italian Statistical Office (ISTAT) is testing two alternative survey protocols to establish the best way forward in the collection of long-distance travel diary work: CATI undertaken by a commercial firm under the supervision of ISTAT and a mail-back survey performed by ISTAT itself.

#### 3.5.1 Italian CATI pilot survey

The CATI survey can be described as:

- *Survey object:* All relevant journeys during the reporting period
- *Overall approach:* Journey/stage-based
- *Duration of reporting period:* Last month before the week of survey administration
- *Temporal orientation:* Retrospective
- *Minimum distance:* 100 km
- *Minimum duration:* None
- *Geographic range of exclusion:* Implicit, trips at destination
- *Temporal range of exclusion:* Implicit, trips at destination
- *Other exclusions:* None
- *Treatment of regular travellers:* Not addressed
- *Treatment of regular journeys:* Not addressed
- *Spatial definition of destination:* Undefined
- *Reference location (Current base):* Undefined

The protocol is:

- *Survey period:* Two weeks in May (April and all trips starting in April ending in May)
- *Announcement:* Yes
- *Survey material:* None
- *Type of contact:* CATI; up to five attempts within ten days of first attempt
- *Type and number of reminders:* None
- *Type of Non-response interviews:* Brief questionnaire regarding socio-demographics during "refusal"

The sampling method is:

- *Sample unit:* Persons 18 years and over
- *Sample size:* 7000 persons
- *Type of sample:* Stratified random sample (by the 20 regions of Italy) from the telephone book, i.e. persons listed as telephone users; replacement from pre-specified list after five unsuccessful contact attempts.
- *Sample location:* 20 regions of Italy (Figure 9).
- *Type of weighting:* None planned

### 3.5.2 *Italian postal pilot*

The postal pilot will be identical in content to the CATI survey (see above), but the survey protocol and the sampling strategy varies:

- *Survey period:* Month of April
- *Announcement:* None
- *Survey material:* Cover letter and household and journey/stage form
- *Type of contact:* Mail-back
- *Type and number of reminders:* One telephone reminder
- *Type of Non-response interviews:* Telephone interview

The sampling method is:

- *Sample unit:* Persons 18 years and over
- *Sample size:* 300 persons
- *Type of sample:* Stratified random sample in the three main cities (Milan, Rome and Naples) from the telephone book, i.e. persons listed as telephone users; replacement from pre-specified list after five unsuccessful contact attempts.
- *Sample location:* Milan, Rome and Naples (Figure 9).
- *Type of weighting:* None planned

See Figure 10 for an example page from stage section of the survey.

Figure 9 Italian pilots: Map of regions (NUTS 2)

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Figure 10 Italian postal pilot: Example from the stage section of the form

INFORMAZIONI SUI VIAGGI EFFETTUATI NEL MESE DI APRILE 1997					
NUMERARE OGNI VIAGGIO E ALL'INTERNO DEL VIAGGIO NUMERARE LA TAPPA		VIAGGIO N. Tappa n.	VIAGGIO N. Tappa n.	VIAGGIO N. Tappa n.	VIAGGIO N. Tappa n.
10. Da quale località è partito? (precisare il Comune, la Provincia, la Nazione)					
11. Indicare la data e l'ora di partenza					
12. In quale località è arrivato? (precisare il Comune, la Provincia, la Nazione)					
13. Indicare la data e l'ora di arrivo					
14. Per quale motivo ha effettuato questa tappa? (barrare la casella che interessa)					
1. cambio del mezzo di trasporto		1 <input type="checkbox"/>	1 <input type="checkbox"/>	1 <input type="checkbox"/>	1 <input type="checkbox"/>
2. pernottamento		2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>
3. affari/lavoro (riunioni, fiere, seminari, lavoro fuori sede, etc.)		3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>
4. studio		4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>
5. impegni vari (spese, commissioni, pratiche burocratiche)		5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>
6. visite a parenti/amici		6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>
7. visita turistica/attività del tempo libero (sport, spettacoli, esposizioni, gite, etc.)		7 <input type="checkbox"/>	7 <input type="checkbox"/>	7 <input type="checkbox"/>	7 <input type="checkbox"/>
8. tappa finale per rientro al domicilio		8 <input type="checkbox"/>	8 <input type="checkbox"/>	8 <input type="checkbox"/>	8 <input type="checkbox"/>
9. altro		9 <input type="checkbox"/>	9 <input type="checkbox"/>	9 <input type="checkbox"/>	9 <input type="checkbox"/>
15. Quante persone hanno viaggiato con Lei in questa tappa? (In caso di viaggi organizzati indicare il numero di persone iscrittesi con Lei)					
1. familiari					
2. altri					
16. Quale mezzo/i di trasporto ha utilizzato in questa tappa? (Indicare i mezzi di trasporto utilizzati in ordine successivo di utilizzazione, riportando il codice corrispondente)		(inserire codici)	(inserire codici)	(inserire codici)	(inserire codici)
01 Automobile					
02 Treno tradizionale					
03 Treno alta velocità					
04 Volo di linea					
05 Volo charter					
06 Nave					
07 Autobus di linea					
08 Autobus granturismo					
09 Trasporto pubblico locale/taxi					
10 Motoveicolo					
11 Altro					
17. Nel mese di Aprile ha ripetuto, un modo identico, più volte questo viaggio (stessa origine/destinazione, stesso motivo, stessi mezzi)?		Si <input type="checkbox"/>	Si <input type="checkbox"/>	Si <input type="checkbox"/>	Si <input type="checkbox"/>
Quante volte?		No <input type="checkbox"/>	No <input type="checkbox"/>	No <input type="checkbox"/>	No <input type="checkbox"/>



### 3.6 Portugal

The Portuguese pilot was a production survey in the Norte region of the country. Its main contribution to the pilots is the unique use of a CAPI survey.

The survey can be defined by:

- *Survey object:* All relevant journeys during the reporting period
- *Overall approach:* Trip/journey-based with some stage information
- *Duration of reporting period:* April 1st 1996 to June 30th 1996
- *Temporal orientation:* Retrospective
- *Minimum distance:* 100 km
- *Minimum duration:* None
- *Geographic range of exclusion:* Implicit, trips at destination
- *Temporal range of exclusion:* Implicit, trips at destination
- *Other exclusions:* None
- *Treatment of regular travellers:* Not addressed
- *Treatment of regular journeys:* Frequency of repeated trips
- *Spatial definition of destination:* Undefined
- *Reference location (Current base):* Home only

The survey protocol adopted was:

- *Survey period:* Second half of July and August 1996
- *Announcement:* Yes, before initial visit
- *Survey material:* None
- *Type of contact:* Personal interview with CAPI (based on a written form (see Figure 11) to help in some situations)
- *Type and number of reminders:* None
- *Type of Non-response interviews:* None; sample units were replaced

while the sample was constructed as:

- *Sample unit:* Household with all persons 15 years and older reporting
- *Sample size:* 5694 households
- *Type of sample:* Stratified random sample of the region from INE master sample for population surveys by *freguesia* (smallest administrative unit in Portugal)
- *Sample location:* Norte region (see Figure 12)
- *Type of weighting:* By socio-demographic characteristics (sex and age)

Figure 11 Portuguese pilot survey: journey questionnaire

NOME: \_\_\_\_\_ Nº \_\_\_\_\_ página nº \_\_\_\_\_ de \_\_\_\_\_

1. NO PERÍODO COMPREENDIDO ENTRE 01/04/96 E 30/06/96 EFECTUOU UMA OU MAIS VIAGENS PARA UM LOCAL A MAIS DE 100 Km DA SUA RESIDÊNCIA? (Apoio de mapa)

SIM <input type="checkbox"/>	QUANTAS <input type="checkbox"/>	NÃO <input type="checkbox"/>	NÃO SABE <input type="checkbox"/>
------------------------------	----------------------------------	------------------------------	-----------------------------------

### DESCRIÇÃO DA VIAGEM

2.1. Data de partida: \_\_\_\_\_ 2.2. Data de regresso: \_\_\_\_\_ 2.3. Nº de dormidas: ☐

3. Motivo principal que deu origem à viagem (ver anexo B): \_\_\_\_\_

4. Considerando que uma viagem é constituída por percursos, devendo descrever-se um novo percurso sempre que tenha lugar uma paragem para dormir ou uma mudança de actividade (ou seja, do motivo da deslocação), responda à seguinte pergunta e preencha o quadro.

Nº de percursos efectuados: ☐

5. Descrição dos percursos:

	Partida	Chegada	Kms percorridos	Nº total de participantes	Actividade praticada (anexo B)	Modos/Meios de transporte utilizados (anexo C)	Local de mudança de modo/meio de transporte
1º	dia hora local	dia hora local	<input type="checkbox"/>	<input type="checkbox"/>			
2º	dia hora local	dia hora local	<input type="checkbox"/>	<input type="checkbox"/>			
3º	dia hora local	dia hora local	<input type="checkbox"/>	<input type="checkbox"/>			
4º	dia hora local	dia hora local	<input type="checkbox"/>	<input type="checkbox"/>			
5º	dia hora local	dia hora local	<input type="checkbox"/>	<input type="checkbox"/>			

6. No período considerado fez mais viagens idênticas a esta (mesmos locais, percursos, modos, etc.)?

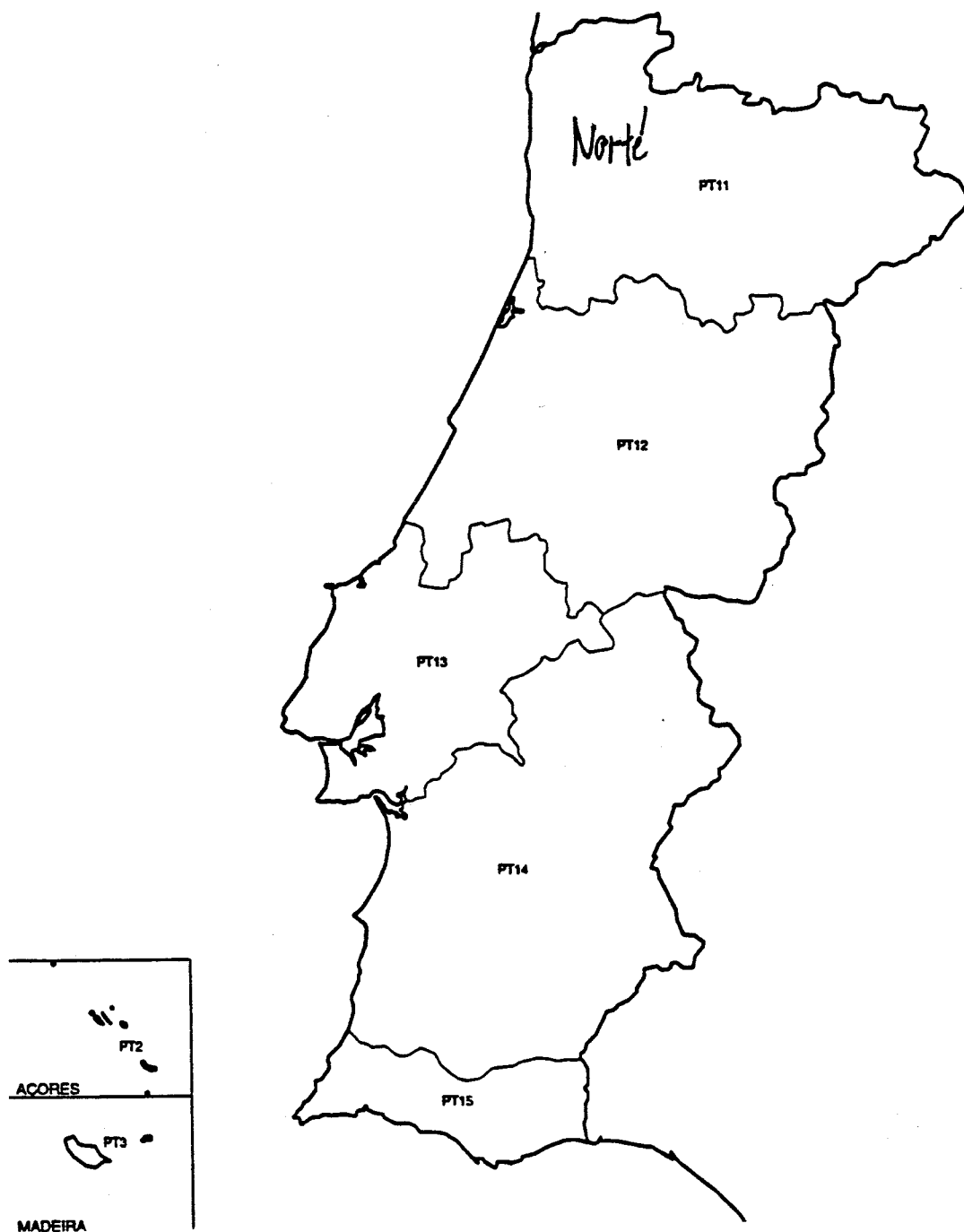
SIM <input type="checkbox"/>	QUANTAS <input type="checkbox"/>	NÃO <input type="checkbox"/>	NÃO SABE <input type="checkbox"/>
------------------------------	----------------------------------	------------------------------	-----------------------------------

7. Além de si quais as pessoas da família que fizeram esta viagem (o nº do elemento da família é o do quadro da pergunta C, fazer um círculo nos que tenham feito)?

Nº do elemento da família	1	2	3	4	5	6	7
Nº de viagens iguais a esta							

Se no período considerado tiver realizado uma ou mais viagens, diferentes desta, para um local a mais de 100 Km da sua residência, descreva-a preenchendo outra folha igual a esta (a partir da pergunta 2), senão passe para o elemento seguinte da família. O inquérito só fica concluído após a descrição de todas as viagens diferentes de cada um dos elementos da família com mais de 15 anos.

Figure 12 Portuguese pilot: Sampling location



### 3.7 Spain

The Spanish pilot survey aims to test the feasibility of undertaking a survey of long-distance travel. Methodological comparative aims were not included. The content of the survey can be characterized as:

- *Survey object:* All relevant journeys during the reporting period
- *Overall approach:* Trip/journey based with some stage detail
- *Duration of reporting period:* December 1996 and January 1997
- *Temporal orientation:* Retrospective
- *Minimum distance:* 100 km
- *Minimum duration:* None
- *Geographic range of exclusion:* Implicit, trips at destination
- *Temporal range of exclusion:* Implicit, trips at destination
- *Other exclusions:* None
- *Treatment of regular travellers:* Not addressed
- *Treatment of regular journeys:* Not addressed
- *Spatial definition of destination:* Undefined
- *Reference location (Current base):* Home only

The protocol employs a mixture of elements in the contact with the respondents:

- *Survey period:* Feb 1st 1997 to April 30th 1997
- *Announcement:* Contact telephone call some days before
- *Survey material:* Household and trip/journey form
- *Type of contact:* Postal with CATI retrieval (see Figure 13)
- *Type and number of reminders:* Two by mail and two by telephone
- *Type of Non-response interviews:* None. Units were replaced with others from the same strata

with the following sample:

- *Sample unit:* Household with all persons over 15 years reporting
- *Sample size:* 300 households in La Rioja and 1200 households in the Comunidad Valenciana
- *Type of sample:* Stratified random sample from the INE master file for population surveys by enumeration district
- *Sample location:* La Rioja and Comunidad Valenciana (See Figure 14)
- *Type of weighting:* By response probability in the enumeration district

Figure 13 Spanish pilot survey: movement form

**Plazo de remisión:** Este cuestionario cumplimentado con la información solicitada debe ser devuelto en un plazo no superior a 15 días.

**Nº de identificación del hogar:** \_\_\_\_\_

Este cuestionario debe ser cumplimentado por todo aquel miembro del hogar cuya edad sea igual o superior a los 16 años a 1 de enero del 97.

**Nº de orden de la persona:** \_\_\_\_\_

Debe cumplimentar el cuadro para cada viaje realizado durante los meses de Diciembre 96 y Enero 97 a una distancia superior a 100 kms desde su residencia habitual.

	Destino	Kms recorridos	Nº de pernoctaciones	Modo de alojamiento (ver anexo D)	Motivo del viaje (ver anexo B)	Medio de transporte (ver anexo C)
Destino principal				<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Otros destinos donde al menos pernoctó una noche:						
1º destino				<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
2º destino				<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
3º destino				<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
4º destino				<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
5º destino				<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
6º destino				<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

- Si ha tenido más de seis desplazamientos indique cuantos más de seis \_\_\_\_\_

- Si desde cualquiera de los destinos realizó alguna excursión de ida y vuelta en el mismo día indique:

	1º <input type="checkbox"/>	2º <input type="checkbox"/>	3º <input type="checkbox"/>	4º <input type="checkbox"/>	5º <input type="checkbox"/>
Excursiones					
Medio transporte	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motivo del viaje	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kms. recorridos	_____	_____	_____	_____	_____

**\* GASTO DEL VIAJE:** Ponga la cantidad aproximada en pesetas \_\_\_\_\_ y su distribución en porcentaje:

<input type="checkbox"/> Paquete turístico	<input type="checkbox"/> Alojamiento	<input type="checkbox"/> Alimentación	<input type="checkbox"/> Transporte
<input type="checkbox"/> Ocio, cultura	<input type="checkbox"/> Compras	<input type="checkbox"/> Otros gastos	

**\* CARACTERÍSTICAS DEL VIAJE:**

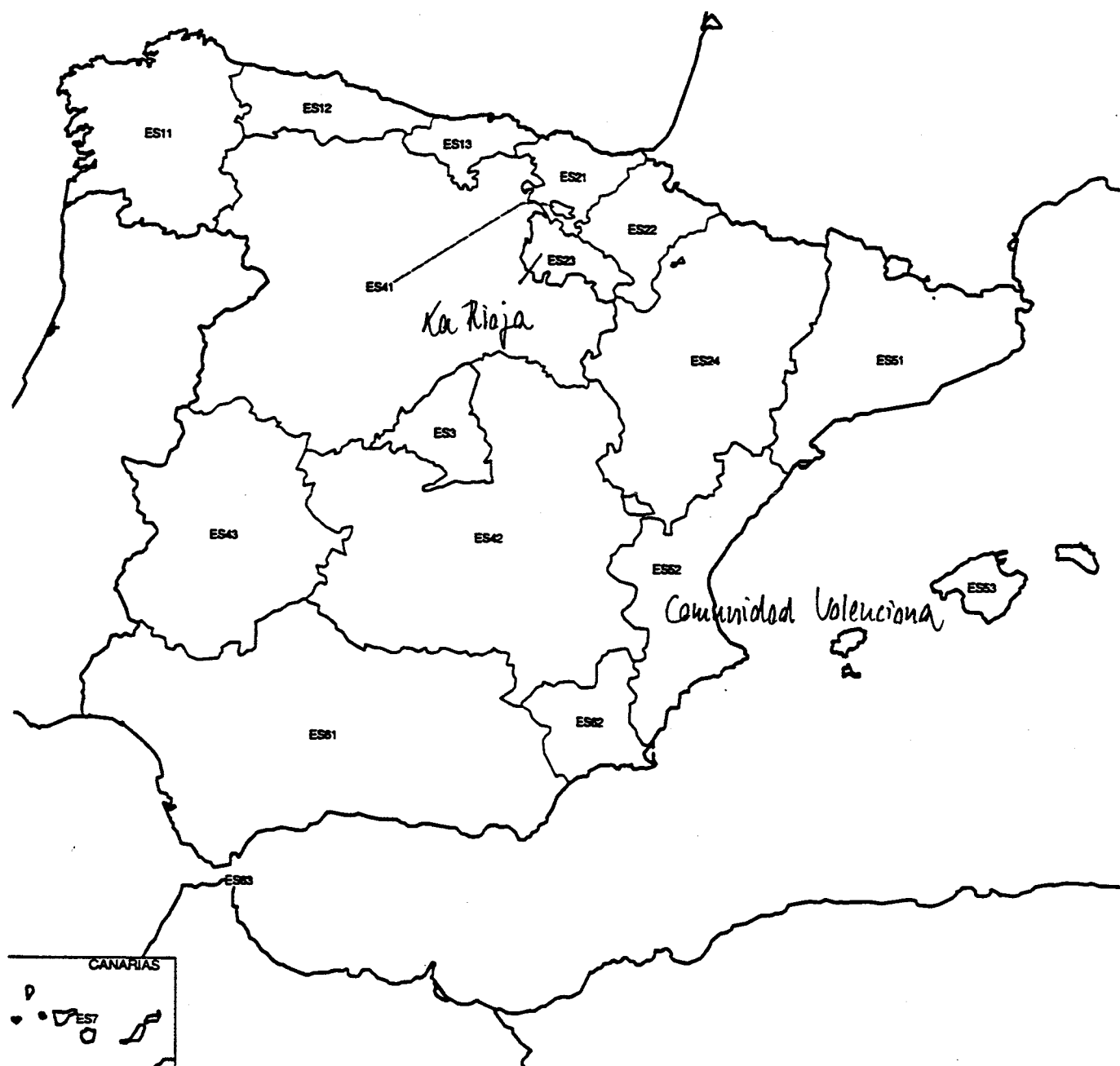
a) ¿Cómo realizó el viaje? Hizo el viaje (puede señalar más de una opción):

- Solo <input type="checkbox"/>	- En pareja <input type="checkbox"/>
- Con hijos <input type="checkbox"/>	- Con amigos y/o familiares <input type="checkbox"/>

b) ¿Cómo organizó el viaje? Hizo el viaje:

- Por cuenta propia <input type="checkbox"/>	- Con algún tipo de reserva <input type="checkbox"/>	- En viaje organizado (paquete) <input type="checkbox"/>
--	--	--

Figure 14 Spanish pilot: Sampling locations



### 3.8 Sweden

The Swedish pilot consists of a special analysis of the existing and ongoing Swedish survey of both daily and long-distance travel behaviour. The contents of the long-distance element can be described with:

- *Survey object:* All relevant journeys during the two reporting periods
- *Overall approach:* Journey-based with drilling down to the trip level with some access stage information
- *Duration of reporting period:* Last month for journeys over 100 km and last two months for journeys over 300 km
- *Temporal orientation:* Retrospective
- *Minimum distance:* 100 km or 300 km respectively
- *Minimum duration:* None
- *Geographic range of exclusion:* Implicit, trips at destination
- *Temporal range of exclusion:* Implicit, trips at destination
- *Other exclusions:* None
- *Treatment of regular travellers:* No special effort
- *Treatment of regular journeys:* No special effort
- *Spatial definition of destination:* Address
- *Reference location (Current base):* Home and any second homes

With the following survey protocol:

- *Survey period:* 1996
- *Announcement:* Letter some days before the telephone interview
- *Survey material:* Memory jogger (See for an example page: Figure 15)
- *Type of contact:* CATI with up to 15 contact attempts over a week after the first attempt; persons without (listed) telephone are approached by letter with the request to contact Statistics Sweden
- *Type and number of reminders:* None
- *Type of Non-response interviews:* None

based on the following sample:

- *Sample unit:* Persons 6 to 84 years old
- *Sample size:* 9882 persons
- *Type of sample:* Simple random sample from the Population register plus some geographically stratified additions
- *Sample location:* Sweden
- *Type of weighting:* By socio-demographic characteristics

Figure 15 Swedish memory jogger: Example journey page

**Anteckningsblad***För längre resor***035**

Vid intervjun ska vi samla in de här uppgifterna och ställa några frågor.  
Det är en stor fördel om Du då redan gjort de här anteckningarna.

**Anvisningar**

- Ange alla resor Du gjort under den här tiden som varit 10 resp. 30 mil enkel resa eller längre.
- Alla resor är lika viktiga, antingen de gjorts med kollektivtrafik, med bil eller med annat forskaffningsmedel. Ta med både resor som gjorts privat och i samband med Ditt arbete.
- Anteckna resans startpunkt och målpunkt. Uppehåll på vägen tas inte med. Hemresan ska tas med och skrivs på egen rad.
- Om resan hade flera viktiga målpunkter, ta då med varje del för sig.
- Om Du gjort fler än åtta resor (antalet rader nedan) så anteckna dessa på baksidan.
- Försök att ange adresserna (platserna Du varit på etc.) så noggrant som möjligt, gata och nummer helst.

Notera här Dina resor under perioden **MÅND 13 JAN TILL TISD 11 FEB**  
som varit *minst 10 mil enkel resa*

Datum	Från (startpunkt), helst adress	Till (målpunkt), helst adress	Färdsätt	Antal km

Notera här Dina resor under perioden **LÖRD 14 DEC TILL SÖND 12 JAN**  
som varit *minst 30 mil enkel resa*

Datum	Från (startpunkt), helst adress	Till (målpunkt), helst adress	Färdsätt	Antal km



#### 4 SUMMARY AND CONCLUSIONS

The descriptions above make it quite clear (see Table 4 also for a comparison of the most important elements), that the minimum requirements formulated by the informal working party leave a very substantial degree of freedom in the detailed implementation of the survey. It is clear that prior national commitments to existing surveys, as in Denmark or Sweden, or to particular technologies, such as in Portugal, have motivated the choices. The same preoccupation with nationally perceived options is visible in the methodological tests undertaken in France, Italy and Austria.

No member state has confined itself to the minimum contents set out by the informal working party. All have added data items, in some case quite considerably so. While the Austrian study has and the French study will shed some light on the effects of such additional work load on response and data yield, it is necessary to test these effects more formally and across more countries. The MEST surveys will contribute here, but they cannot shoulder the burden alone.

While all member states collect some information about the stage level, the way in which and the extent to which it is done varies. The results derived from the French, Portuguese, Spanish and Swedish work should differ considerably from the results of the Austrian and Italian work. The Danish results stand apart in their limitation to trips and stages over 100 km. The choices of the first group of countries reflect a strong doubt about the possibility to collect information about the stage in a postal, but also CATI context. It also reflects an unease about the definition of the stage and its distinction from the trip. MEST is using the second wave of its pilots to compare a stage-based versus a trip-based approach to shed some light on the issue.

Still, it is clear that EUROSTAT has to revisit this issue to clarify, if the EU really needs that level of information for its policy making, and if yes, what methods should be tested to obtain it. Possible approaches are: straight mail-back as tested in Austria, CATI with drilling down as used for urban journeys in Sweden and Denmark, combination of a postal trip-based approach with additional CATI work as suggested by Socialdata and possible further possibilities.

The variability now available in the set of pilots should allow the Coordinating Committee to draw conclusions and to develop recommendations for the further work of the CEC with regards to long-distance data collection.

Table 4 Comparison of the most important elements

Country	Survey	Approach	Temporal orientation	Duration	Minimum distance	Survey period	Contact	Non-response interviews	Sample unit	Reporting by	Sample size	Sampling area	Sample type
Austria	Fessel+IFES Sammer+Herry Pilots	Trip-based	Retrospective	Last 14 days	50 km	Fall 1995	Written with personal collection	None	Household	all members over 6 years	6036	Nationwide	Stratified by Bezirk
		Trip-based	Retrospective	Last 14 days	50 km	Fall 1995	Mail-back	Telephone	Household	all members over 6 years	1200	Nationwide	Stratified by Bezirk
		Stage-based	Retro- and prospective weeks	Last 4 and 8 weeks	75 km	Spring 1996	Mail-back	Telephone	Household	traveller	1080	Local	Random sample
Denmark		Stage-based (drilling down)	Retrospective	Last month	100 km	11/1996 - 10/1997	CATI	None	Person	Persons (16-74 years)	21600	Nationwide	Random sample
France	CATI Postal	Trip-based	Retrospective	one or three months	100 km	1/1997 - 3/1997	CATI	None	Household	One person (6+ years)	500	Regional	Two methods
		Trip-based	Retrospective	one or three months	100 km	1/1997 - 3/1997	Mail-back	None	Household	One person (6+ years)	500	Regional	Two methods
		Trip-based	Retrospective	Two months	100 km	Spring 1996	CATI	None	Person	One person (14+ years)	130	Nationwide	Random samples
Germany	CATI CATI&postal Postal	Trip-based	Retrospective	Two months	100 km	Spring 1996	Mail-back & CATI	None	Person	One person (14+ years)	130	Nationwide	Random samples
		Trip-based	Retrospective	Two months	100 km	Spring 1996	Mail-back	None	Household	all members	250	Nationwide	Random sample
		Trip-based	Retrospective	Two months	100 km	Spring 1996	Mail-back	None	Person	Persons (18+ years)	7000	Nationwide	Stratified by region
Italy	CATI Postal	Stage-based	Retrospective	Last month	100 km	Spring 1997	CATI	Telephone	Person	Persons (18+ years)	1000	Local	Random sample
		Trip-based	Retrospective	Last month	100 km	Spring 1997	Mail-back	Telephone	Person	Persons (18+ years)	5694	Regional	Stratified by Iregusia
Portugal		Trip-based	Retrospective	4/1996 - 6/1996	100 km	7/1996 - 8/1996	CATI	None	Household	all members over 15 years	1500	Regional	Stratified by district
Spain		Trip-based	Retrospective	Two months	100 km	1/1997 - 4/1997	Postal with CATI retrieval	None	Household	Persons (6-84 years)	9882	Nationwide	Random sample
Sweden		Trip-based (drilling down)	Retrospective	One/three months	100/300 km	1996	CATI	None	Person	Persons (6-84 years)	9882	Nationwide	Random sample

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