Statistics in focus

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Contents

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Short distance passenger mobility in Europe

Highlights

Passenger mobility statistics are presently not covered by the European Statistical System. However, in a number of European countries, short and long distance passenger mobility surveys exist. These surveys are designed for national purposes and there are presently no agreed standards for conducting comparable and reliable surveys.

The national travel surveys collect information from a sample of population contacted by phone or mail and asked to answer a certain number of questions focusing on their travelling behaviour during a fixed period prior to the moment when each respondent answers the mobility questions. It is possible to make some analyses for those countries where data exist (BE, DK, DE, ES, FR, LV, NL, AT, PT, FI, SE, UK, NO and CH), although the methodological differences between countries' surveys do not allow a full comparison of the results obtained.

Table 1: Main characteristics of short distance passenger mobility

Country	Year	Population covered - age	Average number of trips / person / day	Average travel distance (km) / person / day	Average total travel time (min) / person /day
BE	1999	> = 6	3.0	:	:
DK	2001	10 - 84	2.3	30.1	40.7
DE	2002	> = 10	3.5	38.5	79.2
ES*	2000	All	1.9	:	46.0
FR	1993-1994	> = 6	2.9	35.3	58.2
LV	2003	> = 6	1.9	8.7	13.0
NL	1998	All	3.4	33.6	66.1
AT	1995	> = 6	3.0	28.1	68.8
FI	1998-1999	> = 6	2.9	45.8	84.3
SE	2001	6 - 84	2.8	44.2	:
UK	1999-2001	All	2.8	29.9	59.2
NO	2001	> = 13	3.1	37.0	62.0
CH	2000	> = 6	3.6	47.6	88.8

**: For ES, the data correspond to an average working day. The figures for an average weekend day are 1.3 trips and 39 minutes per person per day.*

Source: National travel surveys

In order to assess the main characteristics of short distance mobility, the average number of trips per person per day, the average travel distance per person per day and the average total travel time per person per day are relevant indicators that are generally gathered. Despite the heterogeneity of short-distance passenger mobility statistics, these indicators have the same order of magnitude for the available countries. When focusing on the main transport modes used to travel, it appears, unsurprisingly, that people mostly use passenger cars for their trips, with the exception of Latvia, where non-motorised private transport (cycling and especially walking) and public transport are equally resorted to. With regard to trip purposes, trips devoted to work or school are the most frequent.

Nevertheless, travel information can also be drawn from the knowledge of people's daily activities, linking mobility behaviour with the use of time and resources. When studying Harmonised European Time Use data, which is an alternative source of information based on a different methodology, it appears that among people aged 20 to 74, men spend more time on daily travel than women and that the amount of time spent travelling decreases gradually with age.

National Travel Surveys: a heterogeneous source of information

Passenger mobility statistics are presently not covered by the European Statistical System. However, measurement of passenger travel behaviour is becoming more and more important for the Community and national transport policies, as well as for environmental policies. Information is needed on the average number of journeys taken by households or persons, on distances travelled, on differences in passenger mobility between age groups and household types, on the transport modes or combinations of modes used and on the travelling purposes. In a number of Member States short and long distance passenger mobility surveys exist. These surveys are designed for national purposes and there are presently no agreed standards for conducting comparable and reliable surveys at an EU level.

In this context a survey on long distance mobility within the 5th Transport R&D Framework Programme (Dateline project) was started, managed by the Directorate General for Energy and Transport of the European Commission. This project started in 2001 and one of the results is a database which is comparable for all Member States and produces results at a European level, based on a uniform methodology. Since June 2003 this database is available free of charge on the DATELINE Web Site: http://cgi.fg.uni-mb.si/elmis/. The Dateline project surveys all journeys exceeding 100 km in a straight line. **A journey** is defined in this project as a series of trips starting and ending at home or a temporary location. Journeys that include a destination more than 100 km away from the reference location (normally home) are **long-distance** journeys. The 100 km limit is a generally accepted standard to distinguish long and short distance mobility.

As regards short distance or daily mobility, this kind of general survey design applied in all Member States does not exist. Nevertheless, a Passenger Transport Statistics Working Group was set up by Eurostat to support the development of Community passenger transport statistics. Its objectives were to give expert support to Eurostat in methodological and technical questions and to support it in the establishment of a first passenger mobility database covering the Member States. The database should include meta-information on existing sources of information and a network of expertise, modal passenger transport statistical data as well as passenger mobility statistical data of Member States and EFTA countries collected under common and harmonised definitions. In practice, the database has been limited to an ad hoc collection of data and metadata files in different standard formats. All available information related to the latest national surveys is listed in Table 2. As shown in this table, this kind of survey is performed in a limited number of countries.

According to the available information, it is obvious that the statistics of national travel surveys are not easily comparable in their current form. The information collected and the definitions used are not exactly the same in all the countries and the figures are not obtained in the same way. As an example, trips abroad, trips undertaken off public roads or even walking trips with duration inferior to ten minutes can be, according to the country, included or not in its travel survey. Also, a trip distance can be assessed either according to the true distance covered by the traveller or in a straight line between the origin and the destination of the trip. To further illustrate the disparities between countries, different methods to make the sample representative of the whole population and to correct or minimise the effects of non-response have been used. Furthermore, the heterogeneity of reference years and data collection periods in the different national surveys makes this lack of comparability even more difficult. Older data from some countries such as France (1994) and Austria (1995) can not be properly compared to more recent data from other countries. Finally, the indicators judged most relevant to establish passenger mobility statistics are not the same for all countries.

Despite the heterogeneity of the available data, it is nevertheless possible to make some analyses for those countries where data exist. However, all these methodological differences between countries' surveys have to be borne in mind when analysing the figures presented in this publication.

Table 1 shows the main characteristics of daily passenger mobility for thirteen countries. In the case of Portugal, although a medium and long distance mobility survey has been done, the same kind of information was not available. These results come from the raw data provided by the countries and concern all daily trips, disregarding the distances travelled. Most of the countries (BE, ES, FR, NL, AT, FI, SE, UK, NO and CH) are also interested in the results of long-distance mobility, but the related trips are surveyed separately: long-distance trips are, as defined above, trips of at least 100 km distance, except for Belgium (at least 200 km), Austria (at least 50 km) and the United Kingdom (at least 80 km).

From Table 1, it can be seen that the indicators have the same order of magnitude for the available countries. The average number of trips per person per day goes from 1.9 in Spain (in an average working day) and Latvia to 3.6 in Switzerland. As regards the average travel distance and travelling time per person per day, in Latvia (8.7 km and 13 min) they are clearly lower than in other European countries, while Switzerland presents the highest figures (47.6 km and 88.8 min).

Table 2: National travel surveys, reference years, sample sizes and information collected

Country	Responsible for the survey	Survey	Fieldwork period	Age of population covered	Sample size	Information collected
BE	Federal Services of the Scientific, Technical and Cultural Affairs	Belgian national mobility survey	December 1998 – November 1999	> = 6	9 459 households	Trips during a pre-selected day
DK (excluding Greenland and the Faroe Islands)	Statistics Denmark	Traffic survey	2001	10 - 84	Approx. 2 100 persons per month	Traffic behaviour during the 24 hours prior to the interview
DE	German Federal Ministry of Transport, Building and Housing	German mobility panel	Autumn 2002, during one week	> = 10	982 households 1 769 persons	Mobility behaviour of complete households during one complete week
ES (excluding Ceuta and Melilla)	Ministry of Public Works and Economy	1st part of the Mobility survey of the resident people in Spain: "MOVILIA 2000", survey on short distance mobility	4th quarter 2000 (mainly October and November)	All	24 000 households 39 981 persons	– Mobility in a working day – Mobility in a weekend day (Saturday or Sunday) – Interview of a maximum of 4 members of each household
FR	INSEE	Survey of transport and communication	May 1993 – April 1994 (with 3 weeks interruption in August 1993)	> = 6	20 002 households	– Daily trips during the day before and last weekend – Long distance trips during the three months to come
LV	Central Statistical Bureau of Latvia	Short Distance Mobility Survey (up to 100km according to the EU standards)	19th May 2003 – 5th June 2003	> = 6	2 476 households 6 208 persons	Mobility on the day prior to the interview
NL	Statistics Netherlands	Dutch national travel survey	1998	All	:	Journeys during one day
AT	Austrian Ministry of Transport	Austrian mobility survey	September 1995 – December 1995	> = 6	12 400 households	– Daily trips during one day – Trips longer than 50 km during one 14 day period
PT	:	Portuguese medium and long distance mobility survey	May 1998 – June 1998	> = 15	41 845 households	Medium and long distance trips longer than 50 km
FI (excluding Åland islands)	Finnish National Road Administration, Traffic and Road Research	Finnish national travel survey	July 1998 – June 1999	> = 6	18 250 persons	– All trips made during the survey day – Over 100 km trips made during 28 days before the survey day
SE	Swedish institute for transport and communications analysis	Swedish national travel survey	January 2001 – December 2001	6 – 84	7 982 persons	– Daily mobility during one day – Long-distance journeys exceeding 100 km one-way made during previous 30 days – Long-distance journeys exceeding 300 km one-way made during previous 60 days
UK (excluding Northern Ireland)	Office for National Statistics	National travel survey	January 2001 – December 2001	All	5 796 households	– All personal travel within Great Britain reported in a seven-day diary for every household member – Short walks of less than a mile recorded only on the last day of the diary
NO	Institute of Transport Economics	Norwegian travel survey	2nd January 2001 – 15th January 2002	> = 13	20 752 persons	– Daily mobility during one day – Any long distance trip (exceeding 100km) undertaken during the last month before the interview
CH	Swiss Federal Office for Spatial Development – Swiss Federal Statistical Office	Travel behaviour microcensus	January 2000 – December 2000	> = 6	27 918 households 29 407 persons	– Concrete travel behaviour during the reference day – Interview of one or two members of each household

Source: National travel surveys

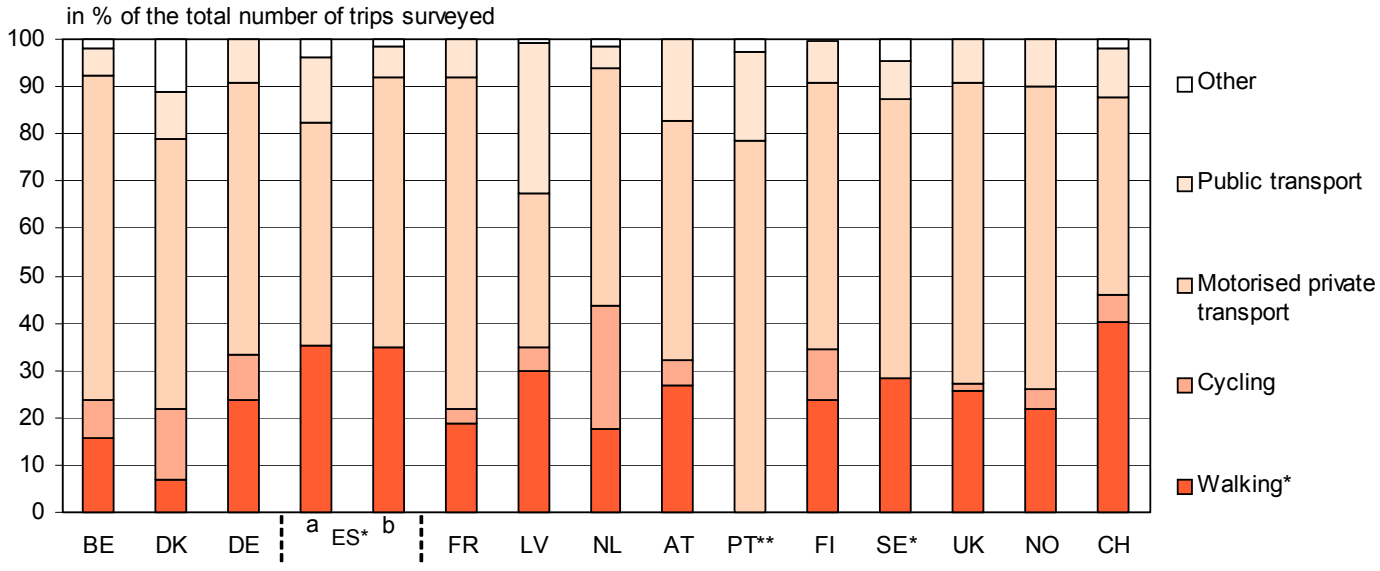
This section gives some further details on the reasons why people travel and which transport modes are mostly used. Portugal is included in the different analyses, even if the results for this country do not correspond to short-distance mobility but to medium and long-distance trips longer than 50 km.

In a passengers' mobility study the modes of travel are obviously classified, but it is first necessary to determine which is the main mode used during a trip or journey, i.e. the mode used for the longest part of the trip or journey. One way to group the modes of transport is to consider the three following categories: non-motorised private transport (i.e. walking and cycling), motorised private transport (i.e. passenger car – as driver or passenger –, moped and motorcycle) and public transport (i.e. bus/coach, rail, air and water).

According to Graph 1, motorised private transport and more particularly passenger car is by far the most used transport mode. It represents more than two thirds of all trips in Belgium, France and Portugal, even though for Portugal the high share of trips made by car can also be explained by the fact that only trips of at least 50 km were registered. Nevertheless, the high predominance of car can be seen in all the countries, except in Latvia where non-motorised private transport, accounting for 35% of all the trips, is the most used mode, just ahead of motorised private transport and public transport, which represent almost the same proportions (around 32%). The Netherlands and Switzerland, with about 45%, registered the highest proportions of trips undertaken with non-motorised private transport, whilst in Denmark and France this transport mode accounted for 22% of all trips. In Switzerland trips made walking represent 40%, which is clearly greater than in other countries. Latvia, which displays the second highest percentage of walking trips, just reaches 30%. Danish people are those who walk the least, this mode accounting for only 7% of all their trips. In Netherlands it is cycling (26% of all trips) that contributes most to the importance of non-motorised private transport ahead of walking (18% of all trips). Denmark, despite its low share of non-motorised private transport, follows the Netherlands as regards the use of cycling, with 15% of all trips. France and the United Kingdom are the countries which use this mode least, with 3% and 2% respectively of their total trips. Finally public transport accounts for less than one fifth of trips in all countries except Latvia.

Looking at the purposes of trips, those devoted to work or school are the most frequent. They range from 22% of all the trips in Norway to half of the trips in Spain (in a working average day) and Latvia (see Table 3). In the other countries they account for around 30% of all trips. Leisure activities are the second most important purpose for travel. Leisure trips account for around 30% in all countries except in Spain (19% in a working average day, though this kind of trip reaches 63% in a weekend average day), Latvia (15%), Portugal (45%), Finland (49%) and Switzerland (40%). The proportion of trips related to shopping or personal business varies greatly across the different countries, from 7% in Portugal to 41% in Germany. Escorting people, which is a reported purpose in six countries (BE, ES, LV, UK, NO and CH), always accounts for less than 14%.

Graph 1: Distribution of trips by main transport mode



*a: Working average day; b: Weekend average day; *: ES and SE, walking including cycling; **: PT, medium and long distance trips only (from 50 km)*

Main transport mode: see methodological notes for details

Source: National travel surveys

Table 3: Distribution of trips by main purpose

in percent	BE	DK	DE	ES*	FR	LV	NL
Escort	13.9	-	-	8.3	-	3.6	-
Work/school	27.2	29.2	26.0	53.1	33.9	49.9	26.3
Shopping/personal business	28.0	29.2	40.6	8.2	32.7	22.8	23.3
Leisure	30.3	29.2	33.3	18.6	33.3	15.2	32.7
Other	0.5	12.5	-	11.8	-	8.5	17.7
Total	100	100	100	100	100	100	100

in percent	AT	PT	FI	SE	UK	NO	CH
Escort	-	-	-	-	12.6	13.0	4.8
Work/school	47.3	44.2	29.6	31.9	25.3	22.0	35.5
Shopping/personal business	21.3	7.2	21.3	21.2	31.3	25.0	19.1
Leisure	29.0	44.6	49.1	34.0	26.5	30.0	39.5
Other	2.4	4.0	-	12.9	4.3	10.0	1.0
Total	100	100	100	100	100	100	100

**: For ES, the figures of the table correspond to a working average day. The figures for a weekend average day are 4.0%, 9.5%, 9.3%, 63.1% and 14.1% for escort, work/school, shopping/personal business, leisure and other respectively.*

Main trip purpose: see methodological notes for details.

Source: National travel surveys

Harmonised European Time Use Surveys: how long do people spend travelling?

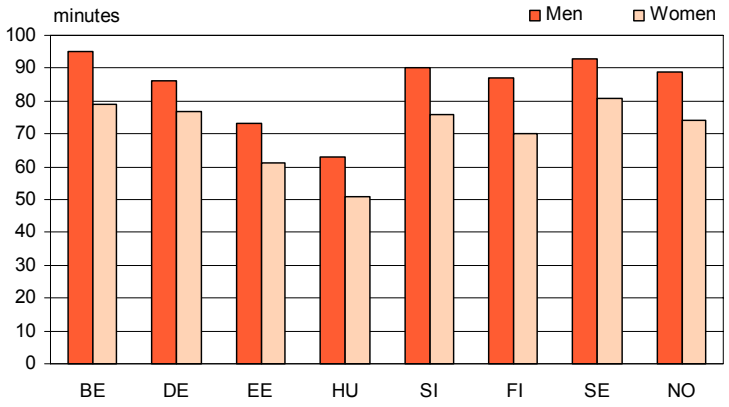
The National Travel Surveys collect information from a sample of population contacted by phone or mail. The sampled persons are asked to answer a certain number of questions focusing on their travelling behaviour during a fixed period prior to the moment when each respondent answers the mobility questions. Nevertheless some countries, like the United Kingdom, use a different method and ask the surveyed population to complete a travel diary for a fixed number of days (see Table 2 for details). In fact, conceptually, travel corresponds to only one of many possible activities that can be carried out during a day. Hence, travel information can be drawn from the knowledge of people's daily activities. Moreover, analyses based on activities can link mobility behaviours with the use of time and resources.

This explains the interest in considering Harmonised European Time Use Surveys in order to extract information on daily trips.

Time Use data are an alternative source of information based on a methodology different to that used in the framework of travel surveys. Thus, the results presented for the 10 countries covered by the Time Use surveys are not comparable with those presented in the previous sections.

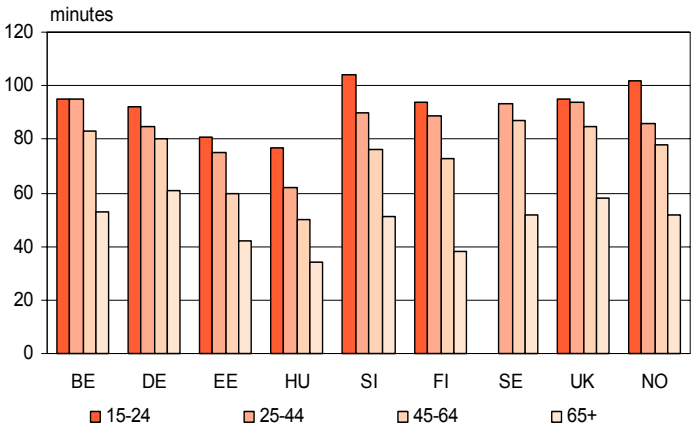
According to available information related to mobility behaviours, people aged 20 to 74 spend, on average, between one hour and 90 minutes per day travelling. In Estonia and Hungary people spend least time travelling. According to the country, men spend between 63 and 95 minutes on daily travel (see Graph 2). In all the surveyed countries, women spend less time on travel than men. On average, men travel 13 minutes more than women do per day.

Graph 2: Travelling time per person aged 20 to 74 per day by gender



Source: Eurostat (TUS)

Graph 3: Travelling time per person per day by age category



Source: Eurostat (TUS)

Table 4: Time spent on daily travel by gender and by mode of travel among persons aged 20 to 74

	BE	DE	EE	HU	SI	FI	SE	UK	NO
Total					**Minutes per day**				
Car, motorcycle	58	54	21	14	44	49	52	53	56
Public transport	9	12	16	16	6	13	13	12	11
On foot or bicycle	18	18	27	25	29	14	19	18	14
Unspecified mode	2	1	3	1	4	2	3	5	3
Travel total	87	81	67	57	83	78	87	87	81
Men					**Minutes per day**				
Car, motorcycle	65	60	30	21	52	61	60	57	63
Public transport	10	12	14	16	4	12	14	12	12
On foot or bicycle	18	16	25	24	28	11	16	16	14
Unspecified mode	2	1	4	1	5	2	4	6	4
Travel total	95	86	73	63	90	87	93	90	89
Women					**Minutes per day**				
Car, motorcycle	52	48	13	9	36	38	44	49	48
Public transport	8	12	17	16	7	13	12	12	11
On foot or bicycle	17	19	28	26	30	17	22	18	15
Unspecified mode	3	1	3	0	4	2	3	5	2
Travel total	79	77	61	51	76	70	81	85	74

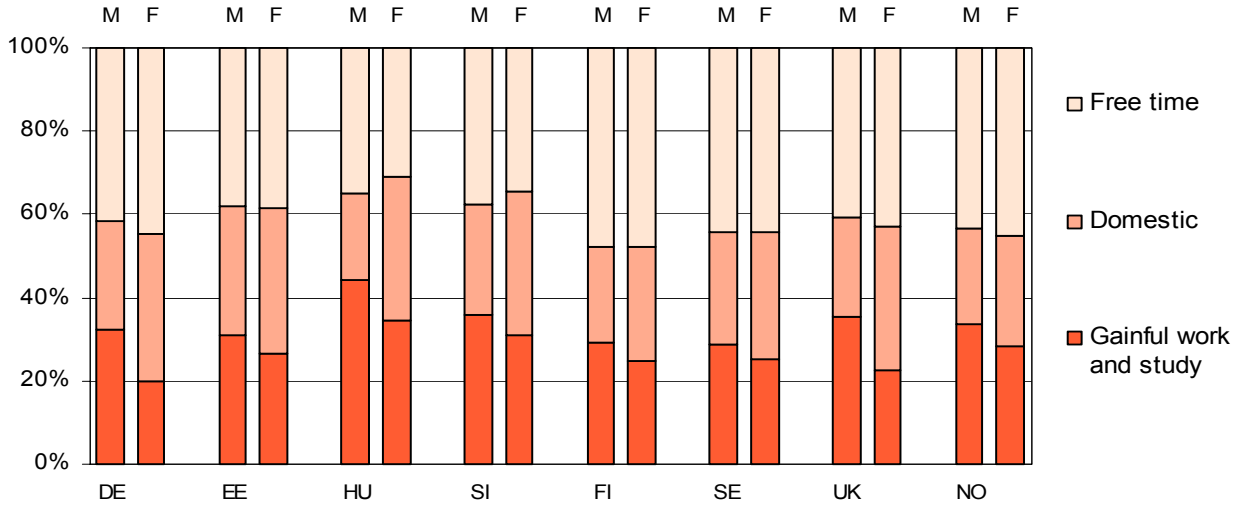
Source: Eurostat (TUS)

The amount of time spent travelling is highest among young people and decreases gradually with age (see Graph 3 on the previous page). Retirement means a clear drop in travel time. Mobility difficulties increase with age, which might also explain this drop. This trend is similar among women and men, even though the reduction appears slightly clearer for women.

Regarding the modes of travel used, the car represents more than half of total travel time in all the countries except Estonia and Hungary, where it represents less than one third of travel time (see Table 4). In the latter countries people travel on foot or bicycle and use public transport more than elsewhere. Slovenes also spend much time on foot or bicycle whilst public transport represents only 7.2% of their total travel time, which is the lowest share amongst the available countries. In all countries, men travel by car more than women do, whether the amount of time spent or the share of total travel time is considered. Women and men spend however almost the same amount of time on public transport and on foot or by bicycle, although these means of transport both represent a higher share of their total travel time for women than for men.

With regard to trip purposes, from nearly one third in Hungary to almost half of total travel time in Finland is linked to free time activities (see Graph 4). Gainful work and study as well as domestic activities justify the remaining time spent travelling, both kinds of activities globally accounting for similar proportions in all the countries (from some 25% to some 40%). Thus, the largest differences between countries in time spent on daily travel can be observed in trips connected with leisure activities. However, comparing women and men, differences in the share of travel time related to leisure activities are minimal, even though men tend to spend more time on leisure trips than women. The essential dissimilarity between men and women is that travel connected to gainful work and study accounts for a larger part of total travel time for men than for women, while women's trips intended for domestic tasks are more time consuming than for men's.

Graph 4: Distribution of daily travelling time by trip purpose and gender among persons aged 20 to 74



M: Male; F: Female
Source: Eurostat (TUS)

➢ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

SYMBOLS

":" non available or confidential

"-": non applicable

DATA SOURCES AND DEFINITIONS

A. National Travel Surveys: See table 2 for details.

Main transport mode (Cf. Graph 1):

Non-motorised private transport: Corresponds to walking and cycling. ES: including more than 10 min. trips by walk or bicycle; FI: including walking, cycling and other non-motorised private transport.

Motorised private transport: BE and SE: including car; DK and LV: including car (driver and passenger); DE: including passenger car as a driver or passenger and motor bicycle; ES and PT: including car and motorcycle; FR: including car (driver and passenger) and other motorised private transport; NL: including car (driver and passenger) and moped (30 cc and 50 cc); AT: including passenger car (driver and passenger) motor bicycle and motor bike; FI: including passenger car (driver and passenger) and other motorised private transport; UK: including private hire bus, car/van (driver and passenger), motorcycle and other private transport; NO: including personal use car (driver and passenger); CH: including moped, motorcycle and car (driver and passenger).

Public transport: DK: including bus and train; DE: including bus, tramway, underground, rapid-transit railway, ship, airplane, taxi etc…; ES: including urban bus and underground, interurban bus and train; FR: including bus, rail and other public transport; LV: including train, tram, bus, trolley-bus, mini-bus and taxi; NL: including bus, tram, underground and train; AT: including taxi, urban public transport, regional bus and rail; PT: including flight, train, bus and taxi; FI: including bus/coach, rail, air, water and other public transport; UK: including bus, underground, surface rail, taxi/minicab and other public transport; NO: including bus, rail, boat, plane and other public; CH: including train, postal coach and tram/bus.

Other: DK including motorcycle, taxi, ferry and aeroplane, and trips for which transport mode is unknown.

Main trip purpose (Cf. Table 3):

Escort: UK: including escort education and other escort; NO: including care related purposes (e.g. follow kids to/from work); CH: including services/escort.

Work / school: FR: including work, business, education and child care; LV: including work, employer's business and education; NL, AT, FI, SE, UK and CH: including work, business and education; PT: including usual working place, business/other professional and school; NO: including going to/from work.

Shopping / personal business: DK, ES, NL, AT, FI and CH: including shopping; PT: including shopping and health; SE: including shopping and services.

Leisure: ES: including going to leisure activities, visiting relatives or friends and just walk; FR: including leisure, visits, culture, sports, etc.; LV: including leisure, visiting friends and relatives; NL: including visits, recreation and sport, driving and walking around and playing with someone at home (children < 12 years); AT: including leisure and private things; PT: including holidays, visiting friends/family, culture, sports, religious and other entertainment; UK: including visiting friends (at private home or elsewhere), entertainment/public activity, sport (participate) and holidays (base and day trip); NO: including leisure activities and visiting friends and relatives.

Other: LV: including change of mode of transport; UK: other including just walk; CH: including back stages or linked to a connection.

Total trips: BE, ES, FR and AT: excluding trips with the purpose returning to home, DE: excluding trips with the purpose returning to home, to the second domicile and other (partly walks).

B. Harmonised European Time Use Surveys

The data originate from national Time Use Surveys (TUS) conducted between 1998 and 2002 in Europe. A representative sample of individuals completed a diary during one weekday and one weekend day distributed over the whole year. For exceptions, see below. One has to bear in mind that the results are estimates and that sampling errors affect them. For small groups of individuals the errors may be large.

TUS travel data at aggregated level may refer to both short and long distance travel. Actually it can include a minor proportion of long distance travel data at aggregated level (e.g. travel by car).

The activities and location have been coded and most countries have followed the Harmonised European Time Use (HETUS) activity coding list.

Time Use Surveys, reference years and sample sizes

Country	Fieldwork period	Age of population covered	Sample size (Number of respondents)	Size of population, 1 000 [1]	Comments
Belgium (BE) – Statistics Belgium and Vrije Universiteit Brussel	December 1998 – February 2000	12–95	8 382	8 755	
Germany (DE) – Federal Statistical Office Germany	April 2001 – April 2002	>= 10	12 655	73 641	Two week-days, one weekend day
Estonia (EE) – Statistical Office of Estonia	April 1999 – March 2000	>= 10	5 728	1 290	
France (FR) – INSEE	February 1998 – February 1999, except 4 – 18 August and 21 December – 4 January	>= 15	15 441	47 231	One diary day
Hungary (HU) – Hungarian Central Statistical Office	September 1999 – September 2000	15–84	10 792	8 206	
Slovenia (SI) – Statistical Office of the Republic of Slovenia	April 2000 – March 2001	>= 10	6 190	1 990	
Finland (FI) – Statistics Finland	March 1999 – March 2000	>= 10	5 332	4 451	
Sweden (SE) – Statistics Sweden	October 2000 – September 2001	20–84	3 998	6 538	
United Kingdom (UK) – Office for National Statistics	June 2000 – September 2001	>= 8	10 366	53 016	
Norway (NO) – Statistics Norway	February 2000 – February 2001	9–79	3 211	3 674	Two consecutive days

[1] *Source: Population Statistics*

In **graph 2**, location was coded from the activities written in the diary. France did not record location. In the United Kingdom, location was not asked for when the respondents recorded work, sleep or study. In **graph 3 and table 4**, daily travel is based on location code. It includes travel related to work, school, domestic tasks and free time. Travel during working hours is also included but may be under- reported. The upper age limit was 79 in Norway, 84 in Hungary and Sweden, and 95 in Belgium. There was no upper age limit in the other countries. France did not record location. In the United-Kingdom, mode of travel did not cover travel during working hours. In **graph 4**, daily travel is based on main activity. France did not record travel by purpose to enable comparison.

Travel: Commuting and trips connected with all kinds of activities listed below.

Activities considered as trip purposes:

Gainful work and study: Time spent on main and second jobs and related activities, breaks during working hours, and job seeking. The time spent on study at school and during free time is combined with gainful work.

Domestic work: Housework, child and adult care, gardening and pet care, construction and repairs, shopping and services, and household management.

Free time: All other kinds of activities are included here, e. g. volunteer work and meetings, helping other households, socialising and entertainment, sports and outdoor activities, hobbies and games, reading, watching television, resting or doing nothing, as well as unspecified time use.

Modes of travel:

On foot or bicycle: Travelling on foot or by bicycle

Car, motorcycle: Travelling by moped/motorcycle/motorboat, passenger car and lorry/van/tractor

Public transport: Includes unspecified public transport mode, travelling by taxi, bus/coach, tram/underground, train, aeroplane or boat/ship and other specified public transport mode

Unspecified mode: Includes unspecified private transport mode, other specified private travelling mode and unspecified transport mode

Travel total: Includes all travelling modes

The source of all figures presented in the publication's part regarding TUS data is Eurostat "How Europeans spend their time – Everyday life of women and men – Data 1998 – 2002", ISBN 92-894-7235-9.

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