SIKA Statistics
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Swedish Institute for Transport and Communications Analysis

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Swedish Institute for Transport and Communications Analysis, SIKA
Telephone: +46 63-14 00 00, fax: +46 63-14 00 10
E-mail: sika@sika-institute.se
Internet: www.sika-institute.se

Foreword

The National Travel Survey, RES 2005-2006, was conducted on behalf of a client group consisting of the Swedish Road Administration, the Swedish Rail Administration, the LFV Group, the Swedish Maritime Administration, the National Public Transport Agency, the Swedish Institute for Transport and Communications Analysis (SIKA), and the Swedish Governmental Agency for Innovation Systems (VINNOVA). SIKA was the principal client and coordinator for the assignment.

Additional samples from each respective county were ordered by: AB Storstockholms Lokaltrafik, Länsstyrelsen Gävleborg, Länstrafiken Sörmland AB, Länstrafiken Örebro AB, Upplands Lokaltrafik AB and Västmanlands Lokaltrafik AB.

Statistics Sweden (SCB) conducted data collection. They were awarded this task as the result of a competitive bid process. SIKA was responsible for such items as project management, database compilation and reporting.

The results from this report pertain to the period 2005-10-01 through 2006-09-30.

This report contains an overview presentation of the primary results as well as a technical description of how the survey was conducted. The primary authors of this report were Linnea Abramowski and Andreas Holmström.

RES 2005–2006 represents the second occasion for systematic data collection about communications and travel that began with KOM, the National Communications Survey. The project manager for both RES and KOM was Jan-Erik Tomth.

Östersund, October 2007

Kjell Dahlström

Director General of SIKA

Contents

1 Summary

The National Travel Survey, RES 2005–2006, contains data on the everyday movements and longer journeys made by Swedish residents between the ages of 6 and 84. The survey also collected information about the individual and the household, as well as the means of communication that were significant to travel.

In total, 27,000 interviews were conducted on SIKA's behalf, corresponding to a response frequency of 68 percent. The survey was conducted on a daily basis during a one-year period, beginning in the autumn of 2005.

The following are some of the results that were obtained from the survey:

- On an average day, 83 percent of Swedish residents left their home on some sort of trip.
- On an average day, the population made 13.4 million journeys, corresponding to slightly less than 5 billion journeys per year.
- On an average day, the combined total distance traveled was 363 million km. The car was the most common mode of transport that was used, representing 64 percent of the total kilometers traveled.
- Gasoline, the most common fuel used in cars, was used eight times as much as diesel. The use of alternative types of fuels was very limited.
- In total, the population traveled 4 times further by car than by public transportation. On an average day, 53 percent traveled by car, 14 percent by public transportation and 5 percent by both car and public transportation.
- Most journeys began between 07:00 and 08:00. These were primarily journeys to the workplace.
- The average person traveled 40 kilometers per day, with a corresponding travel time of 70 minutes. The distance of the average journey to the workplace was 16 kilometers.
- Long-distance journeys (more than 100 km in a single direction) were often made in order to visit friends and relatives. These represented 25 percent of all long-distance journeys made within Sweden.
- 13.5 million journeys abroad were made between the autumn of 2005 and 2006. The most common foreign destinations were Denmark, Finland, Norway, Germany and Spain. The most common mode of transportation for journeys abroad was by plane.
- 60 percent of the Swedish population had been abroad at least once between the autumn of 2005 and 2006.
- There were 4.3 million cars on the roads, and three-fourths of all households owned a car.

- In an average month, 9 percent of all persons who were gainfully employed had participated in a conference call and 2 percent had taken part in a videoconference.
- Telework was conducted by 11 percent of all persons who were gainfully employed, while 13 percent worked while traveling.
- Slightly more than 78 percent of the population had home Internet access, of which 74 percent was broadband.

2 Introduction

Information on the travel and communication behavior of individuals residing in Sweden provides important background information that is used to formulate both national and regional traffic policies. Knowledge regarding human travel and communication patterns is also essential in developing infrastructure and traffic alternatives, traffic safety measures and research.

In order to obtain an up-to-date picture of Swedish travel patterns and travel requirements, an annual national travel survey, Riks-RVU, was initiated in 1994, continuing through 1998. The RES survey, procured by SIKA, traffic authorities, NUTEK and VINNOVA, is a continuation of this work. RES was carried out between 1991 and 2001.

During the period 1996-2004, SIKA also approved annual national communications surveys, KOM, designed to map out a wider spectrum of individual behavior during the day of survey than what is encompassed by the travel surveys. Besides the everyday movements of individuals, survey items also included contacts that were made using other means of communication. KOM was carried out between 1996 and 2002 as a development project based upon relatively small samples. Between the autumn of 2003 and 2004, the first annual national communications survey, KOM 0304 was conducted.

RES 2005-2006 unites the type of information that was collected in earlier travel surveys with portions of the national communications surveys. Besides the items that were included in previous travel surveys, the following were also covered: information regarding Internet access, participation in tele/videoconferences and work conducted while traveling. The design of the survey was based upon the development work that took place within the framework of the national communications surveys. It also relied on the experiences gained while conducting these and other travel surveys.

3 Design and execution

The RES 2005-2006 survey was conducted through telephone interviews supported by journal entries. Slightly more than 41,000 persons between the ages of 6 and 84 were randomly selected for the survey.

The survey focused on collecting all information regarding the movement of respondents during a particular day, i.e., the respondent's day of survey. For certain types of activities that occur infrequently, the data that was collected on the day of survey was supplemented by a survey spanning a longer period of time. This was the case for long-distance journeys, journeys across national borders and participation in tele/videoconferences.

The individuals selected were randomly allocated a day of survey between 1 October 2005 and 30 September 2006. Day of survey questions pertain to the particular day allocated to each individual.

3.1 Mailing

The survey material was distributed via regular mail a few days before the day of survey to all of the randomly selected respondents. The material included an explanatory letter, journal and notepad for long-distance journeys. Respondents were instructed to use the journal in order to note all movements that they made during their day of survey. The journal also included information on how "movement" was defined for the purposes of the survey, along with instructions on how to fill in the journal. For respondents between the ages of 6 and 17, a letter to the parent/guardian was also included. In such cases, the mailing was also addressed to the respondent's parent/guardian. The material also stated the exact date for which movements were to be recorded (day of survey) along with the period for which long-distance journeys were to be noted. In addition, respondents were also give the date that they would be contacted by telephone for an interview.

As of 1 January 2006, the package also included a pen that was intended as a small gift, thanking respondents in advance for their participation.

3.2 Interview

Statistics Sweden (SCB) contacted respondents for an interview the day following their day of survey. If the respondent could not be reached at that time, other attempts were then made to reach the respondent by telephone during the 7-day period subsequent to the day of survey. The interviews were conducted with Statistics Sweden's own data support interview system.

4 Important definitions and questionnaire content

Certain fundamental definitions are presented below, along with summary information regarding the content of the survey. Attachment *RES 2005-2006 Intervjuarinstruktioner* (Instructions for the interviewer, only available in Swedish), provides more comprehensive descriptions of all concepts and definitions that were used in the survey. Attachment *RES 2005-2006 Förenklat frågeformulär* (Simplified questionnaire, in Swedish) shows the content of the questionnaire in more detail.

4.1 Travel on the day of survey

The survey maps out all movements made by the respondent on the day of survey that were beyond the workplace or residence, regardless of length. For example, this also included movements outside the regular traffic environment, such as nature walks.

The survey uses three main travel concepts that are ranked hierarchically: journey, trip and stage.

For *journeys* made on the day of survey, it was important to define the point of departure/return. These points could include any of the following places:

- the respondent's registered place of residence or other permanent residence (e.g., for military conscripts, this included their assigned regiment).
- the respondent's vacation home (owned or rented)
- the respondent's workplace
- the respondent's school or trainee post
- temporary sleeping accommodations used by the participant

The point of departure/return for all journeys had to be one of these locations.

A journey could consist of one or more *trips*. A new trip would begin when the respondent had an errand to attend to. If the location of such errand was not a point of departure/return for the journey, then such point was considered to be a point of departure/return for a trip. Simply switching to a new mode of travel, however, was not considered to be a task in itself. But, trips were divided into *stages* in conjunction with the respondent changing their mode of transport.

All movements where a journey was initiated within the period of reference for the day of survey have been included. However, a journey could terminate after the end of the reference period. The reference period ranged from 04:00 on the day of survey until 03:59 the following day.

Each journey included information on the following items:

- the purpose of the journey, i.e., the main reason for making the journey, as stated by the respondent
- the nature of the errand – private, work related or for study purposes
- the primary mode of travel, i.e., the mode of travel used for the longest distance covered on the journey

The following information was included about trips:

- the purpose
- the nature of the errand – private, work related or for study purposes
- the primary mode of travel, i.e., the mode of travel used for the longest distance covered on the trip
- the points of departure and destination, including addresses
- the time of departure and time when destination was reached
- whether any persons accompanied the respondent on the trip and if so, how many
- the number of children under the age of 6 who accompanied the respondent on the trip, including the age of the youngest child
- bordering region(s) for journeys abroad

For each stage, the following are examples of the type of information that was collected:

- mode of travel
- distance traveled
- for travel by car, the number of passengers (besides the driver)

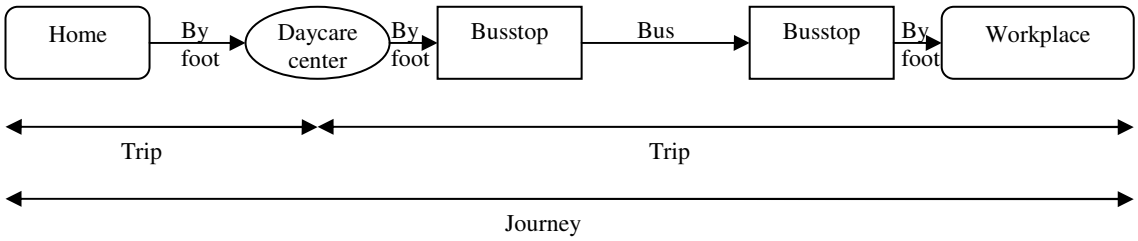
For journeys consisting of at least two trips, the respondent was not asked to state the purpose of the last trip. Rather, the respondent was asked to state the primary purpose for the entire journey. As such, the final trip was considered to have the same purpose as the entire journey.

Information was collected regarding work-related road traffic and journeys taken by crew members (in the course of their work) for the day of survey. However, less detail was required as compared to other types of movement. For work-related road traffic and journeys taken by crew, continuous portions of travel were considered part of the same work shift. Each work shift was considered as a single journey consisting of just one trip. Information was collected about each work shift, primarily regarding mode of travel, point of departure/return, distance traveled and, in those instances where mode of travel was either car or truck and the respondent was the driver, also the number of passengers.

Examples of a travel made on the day of survey:

Respondent traveled from home to their place of work, leaving children at a daycare facility along the way. Respondent walked with children to the daycare

facility, took a bus from that location, and then walked a short distance to their workplace.



This is a journey consisting of two trips. The respondent had an errand at the daycare center, and this then became the point of departure/destination between the two trips. The first trip consisted of just one stage, travel by foot. The second trip consisted of three stages: travel by foot, followed by travel by bus and finally, travel by foot again. The first trip stated "childcare" as its purpose. The second trip was then automatically assigned the same purpose as the journey, i.e., "journey to work."

Long-distance journeys and journeys across national borders

The survey includes a section on long-distance journeys ≥ 100 km, long-distance Journeys ≥ 300 and journeys across national borders. The period of reference and requirements on the journey's distance are different for each of these three sections. Otherwise, the structure is the same as other items covered in the survey.

Journeys that were at least 100 km in a single direction have been compiled in the section called "long-distance journeys ≥ 100 km," while journeys that were at least 300 km in a single direction were compiled in the section called "long-distance journeys ≥ 300 km." A journey across national borders was travel to foreign countries, where the distance traveled (one-way) was less than 100 km.

Long-distance journeys and journeys across national borders had to have one of the following as its point of departure/point of return:

- the respondent's registered place of residence or other permanent residence (e.g., for military conscripts, this included their assigned regiment)
- the respondent's vacation home, including vacation homes rented for a period of at least two weeks.

Trips made as part of a long-distance journey or journey across national borders started and ended in a point of departure/return for the trip or journey. A point of departure/return for a trip is considered to be a location where the respondent had to attend to a very important errand. The purpose of the errand had to be of such importance that it influenced how the journey was made. Typically, however, there was only one point of departure/return for a trip included as part of a journey, namely, the destination point.

For long-distance journeys ≥ 100 km and journeys across national borders, the reference period was the 30-day period that ended one day prior to the day of survey. For this reference period, information was collected on all travel that was

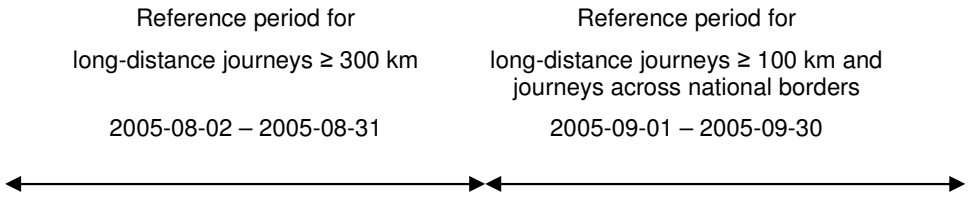
greater than or equal to100 km (including travel for distances greater than or equal to 300 km) as well as travel of shorter distances to foreign countries.

The reference period for long-distance journeys ≥ 300 km was the 30-day period prior to the reference period for long-distance journeys ≥ 100 km. An example is provided below. For such reference periods, information was collected on travel for distances exceeding 300 km.

In the same manner as for day of survey, travel had to begin sometime during the reference period in order to be included in the survey. However, such travel could terminate after the end of the reference period.

Example:

Reference periods for respondents with day of survey on 1 October 2005.



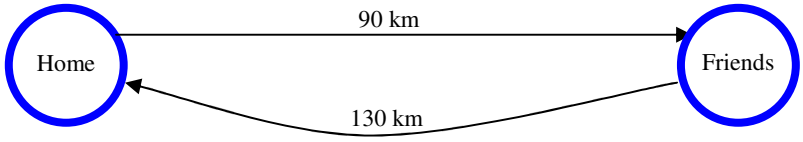
The primary mode of travel for both journey and trip was considered to be the mode of travel used for the longest distance traveled during the journey/trip. Stages were not included for long-distance journeys or journeys across national borders.

Work-related road traffic is not included as part of long-distance journeys or journeys across national borders. However, journeys taken by crew members are included. Journeys taken by crew members were surveyed in the same manner as all other long-distance journeys and journeys across national borders. However, information regarding overnight accommodations and travel between terminals was not collected for this type of travel.

Long-distance journeys ≥ 100 km and long-distance journeys ≥ 300 km.

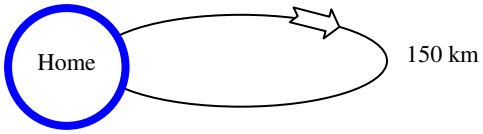
A journey that begins and ends at the same address with at least one destination point is a round-trip journey. A round-trip journey must be at least 200 km to be considered in the category long-distance journeys ≥ 100 km and at least 600 km in order to fall into the category long-distance journeys ≥ 300 km. However, there was no minimum distance requirement for trips.

Example of a long-distance journey ≥ 100 km classified as a round-trip journey



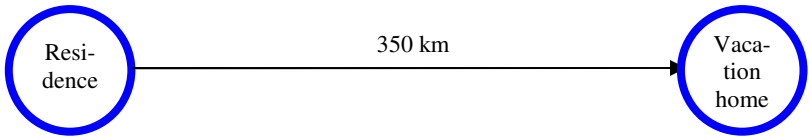
A journey that begins and ends at the same address, but does not have a destination point is called a round-trip journey without any particular destination, consisting of just one trip. This type of journey and trip must be at least 100 km in order to be considered as a long-distance journey ≥ 100 km and at least 300 km to be included in the category long-distance journeys ≥ 300 km.

Example of a long-distance journey ≥ 100 km without any particular destination



A journey that begins and ends at different addresses is a one-way journey. The journey had to be at least 100 km in order to be considered as a long-distance journey ≥ 100 km and at least 300 km to be included in the category long-distance journeys ≥ 300 km.

Example of a long-distance journey ≥ 300 km that is a one-way journey:



Journeys across national borders

Journeys abroad are included as part of long-distance journeys. However, the category "journeys across national borders" is also included in order to capture journeys to foreign countries that are shorter distances. Journeys across national borders are journeys less than 100 km one-way, or less than 200 km round-trip that are made from Sweden to a different country.

Travel between terminals

If the primary mode of travel for a trip was air, train, bus or ship, then the respondent is considered to have traveled between terminals. In these instances, information was also collected on travel both to and from terminals. Only terminals within Sweden, as well as airports in Denmark, Finland and Norway were included. Information was not gathered on travel between terminals for the journeys taken by crew members.

4.2 Other definitions

Mobile connections

Mobile Internet access involves access to the Internet via a cell phone, handheld computer or laptop computer connected via a cell phone. Hotspots provide yet another option. However, access via a wireless local network in the home, another place of residence, or the workplace are not considered to be mobile Internet connections.

Teleworking

For purposes of this survey, teleworking involves periodically working from a different location than the regular workplace, such as the home or elsewhere. In some instances, there may even be an agreement in place, whether written or oral, stating that teleworking is allowed. However, it is not necessary to have such an agreement in place in order to classify work as "telework" for the purposes of this survey.

It must, though, be possible to perform any tasks that are executed at a different location at the regular workplace as well. As such, certain items such as customer calls are not considered to be telework, since there are specific requirements on where it is possible to perform this task.

Work while traveling

Work that is performed while traveling is work done by a respondent while traveling to or from the workplace or while on a business trip.

Tele/videoconferences

A teleconference is defined as a telephone conversation with at least three respondents. Examples of such are:

- a telephone conversation involving the use of a loud speaker
- various types of conference calls
- a multiparty call.

A videoconference/meeting requires two or more participants and the use of a video camera at one location (minimum) that is used to provide visual information to the other participants. All participants must also be able to send messages to each other during the conference.

The equipment used may include everything from computers with Internet access and a web camera to specially designed equipment for videoconferencing.

4.3 Questionnaire content

The table below provides an overview of the information that was included in the survey. A simplified version of the questionnaire has been included as an attachment (in Swedish).

Table 4.1: Content of the survey.

Area	*Description*
Individual and household	Sex, age, education, living accommodations, type of industry, type of workplace and address, driver's license, individual income, subsidies, access to vacation home, boat, camper/ caravan, disabilities, transportation services. Commute by car vs. public transportation.
	Composition of the household: relationship of members of the household to the survey respondent, sex, age, occupation and possession of driver's license(s). Household income.
Cars and parking	Car ownership for the household: registered or deregistered, year's model, fuel type, ownership type, fuel costs, company car. Parking access and costs at home and at the workplace. Use of car for work purposes. Deduction for car travel in tax return.
Tickets	Possession, type and cost for reduced rate tickets or season tickets used for regional/local public transportation. Certain questions specific to residents of Stockholm County. Transportation services. Student discounts.
Movements on day of survey	Mode of travel, distance, purpose, addresses for starting, ending and destination points, where Swedish border crossing was made for journeys abroad, start time, end time, whether or not within the traffic environment, any traveling companions.
Long-distance journeys and journeys across national borders	Addresses for starting, ending and destination points, where Swedish border crossing was made for journeys abroad, primary purpose, primary mode of travel, distance traveled, starting and ending dates, travel companions. Travel between terminals. Overnight accommodation during travel and while at travel destination.
Internet access	Access to the Internet in the home and workplace, fixed and mobile. Ability to connect to work network from home.
Flexible work (gainful employment day of survey, telework, work while traveling)	Where work was conducted on the day of survey, if at a location other than the regular workplace.
	Teleworking: Able to/allowed to telework. Number of days per month, location for teleworking, use of Internet and email. Any connection between teleworking and relocations made during the last five years. Work while traveling: Number of days per month, use of Internet and email.
Tele/videoconferences	Participation in tele/videoconferences as part of work or studies: number, purpose(s).

5 Results

This report is a presentation of the primary results from RES 2005-2006. This section provides an overview presentation of the results. *RES 2005–2006 Tables Attachment* (Tabellbilaga), provides more detailed information on the results that are presented in this section. In some instances, information is also provided on confidence intervals.

These results apply to residents of Sweden between the ages of 6 and 84 for the period 2005-10-01 until 2006-09-30.

There were very few instances of partial non-response (see the Technical Description, page 45). Any missing data is shown in the Tables Attachment, but is not included in the results that are presented in this section. The attachment *RES 2005-2006 Categorization* shows the categories that were used when reporting mode of travel, purpose and area.

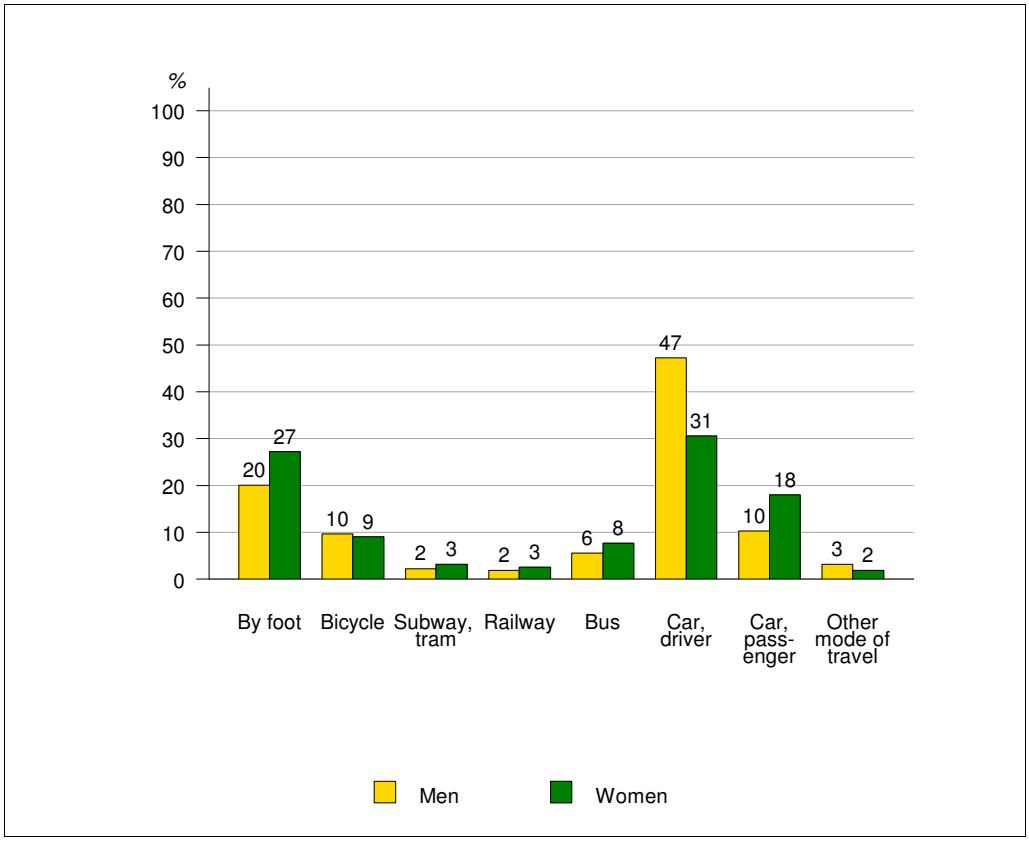
Work-related road traffic and journeys outside the ordinary traffic environment are shown separately. However, they are otherwise not included in the results that are presented in this report. This also partially applies to journeys taken by crew. These types of journeys are included in the section called long-distance journeys but are not included in the section on movements made on the day of survey.

5.1 Movements made on the day of survey

Journeys

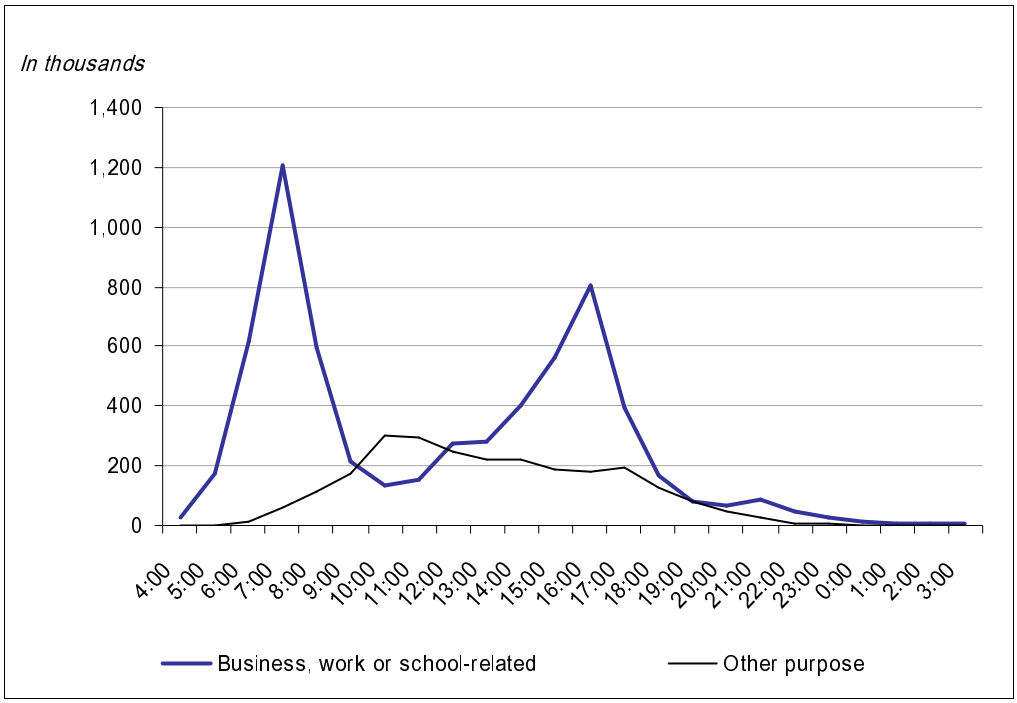
During the period 2005-10-01 until 2006-09-30, residents of Sweden between the ages of 6 and 84 made nearly 5 billion journeys. This is equivalent to 13.4 million journeys made on an average day. The most frequent mode of travel was the car. Other modes of travel were used much less frequently.

Figure 5.1: Percentage (%) of journeys taken by men and women using different modes of travel.



Movement in the population occurred at all times of day. Most journeys began in the morning, sometime between 07:00 and 08:00. These were primarily journeys to the workplace. Another maximum point occurred in the afternoon, between 16:00 and 17:00, when such journeys were made in the opposite direction. All other types of journeys typically began later in the day. The majority of service related and shopping journeys began around lunchtime. Journeys made during leisure time reached a maximum point during the early evening. The least amount of activity occurred during the early morning hours.

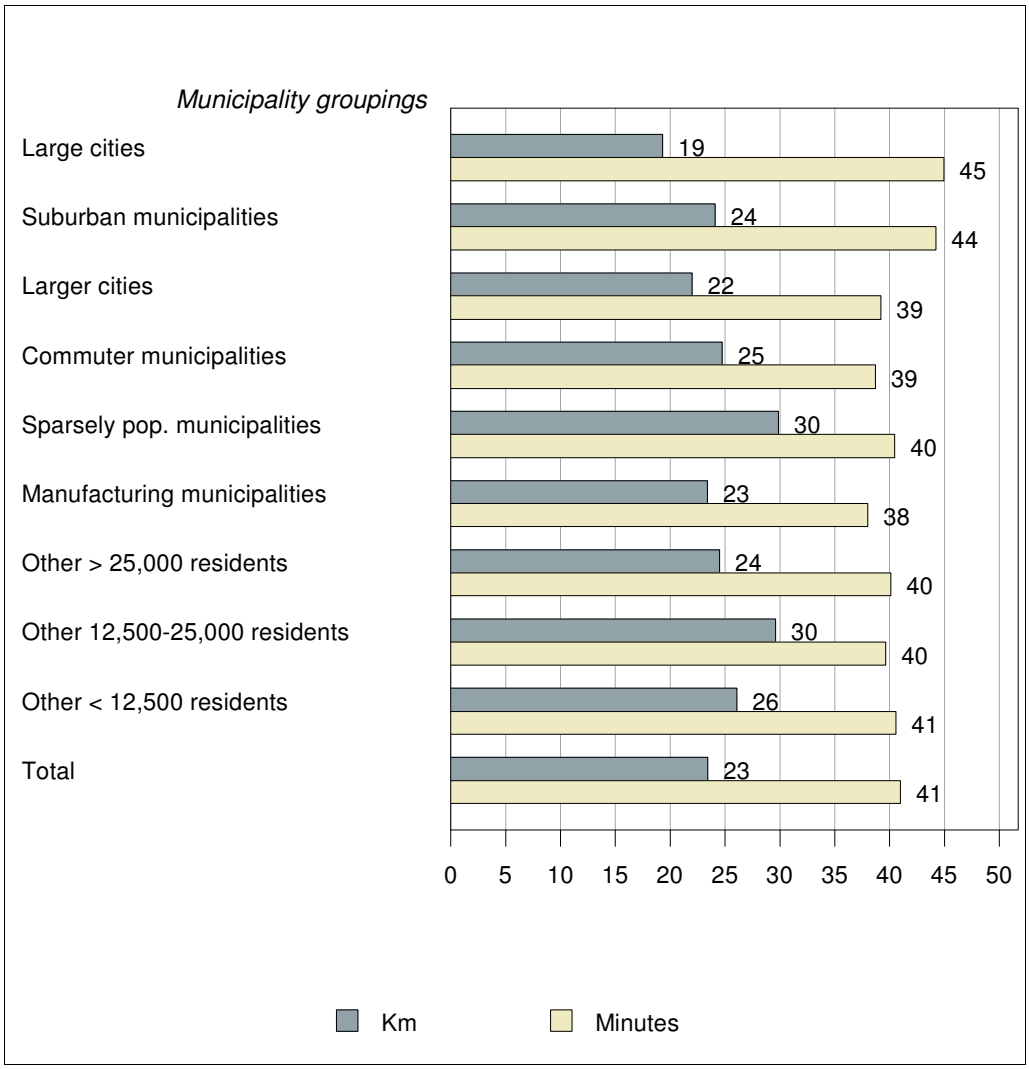
Figure 5.2: Starting time for different types journeys taken over a 24-hour period. Number of journeys per day, in thousands.



An average journey took 42 minutes and was 27 kilometers long. The average distance varied greatly depending on the mode of travel. An average journey by foot (2 km) was of course much shorter than the average journey by air (1,510 km). The average distance also varied according to the purpose of the journey. Journeys made for leisure purposes took more time and covered a greater distance than work/study related journeys or service related journeys.

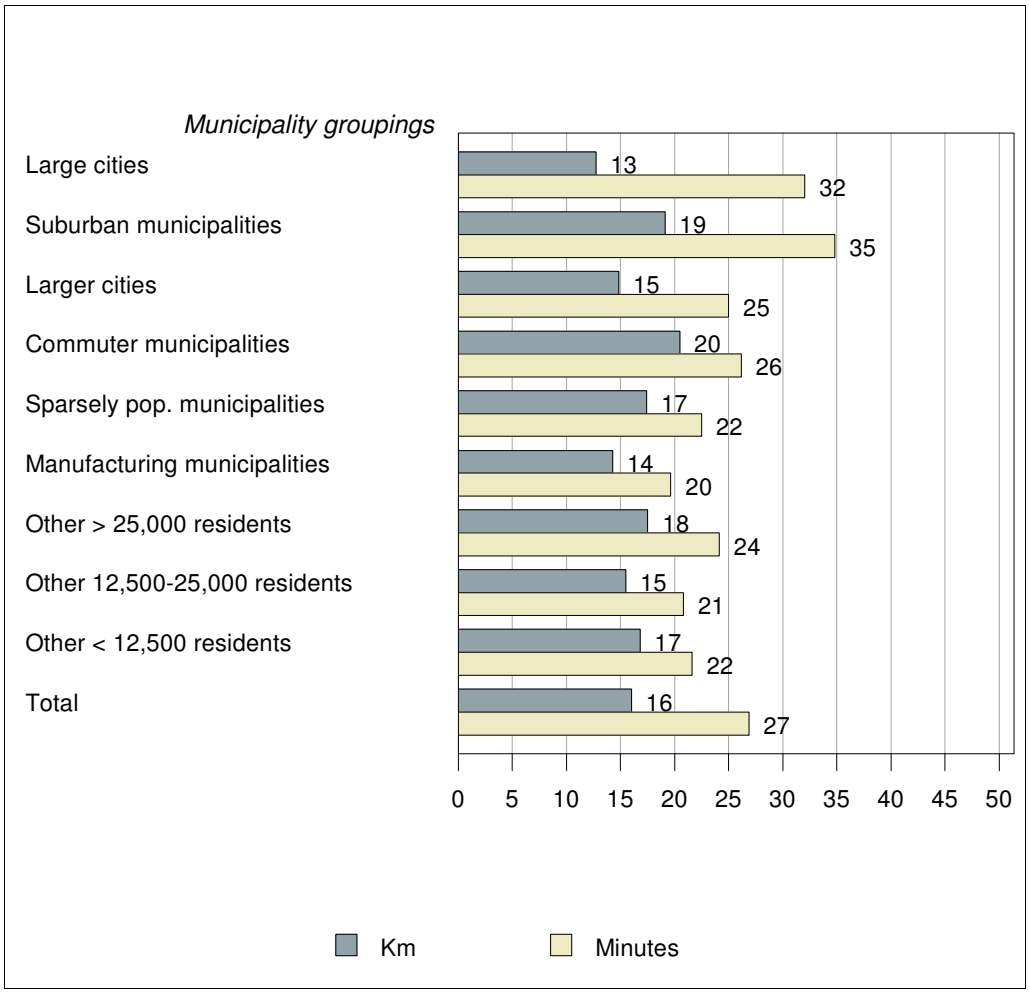
The average distance and average time required for journeys varied according to the region where the respondent resided. Journeys were the shortest for respondents residing in large cities, but these took the longest time. However, there was little variation across the different regions (Figure 5.3).

Figure 5.3: Travel time and distance traveled for journeys by region (SALAR categories, excluding air travel). Average (mean) values.



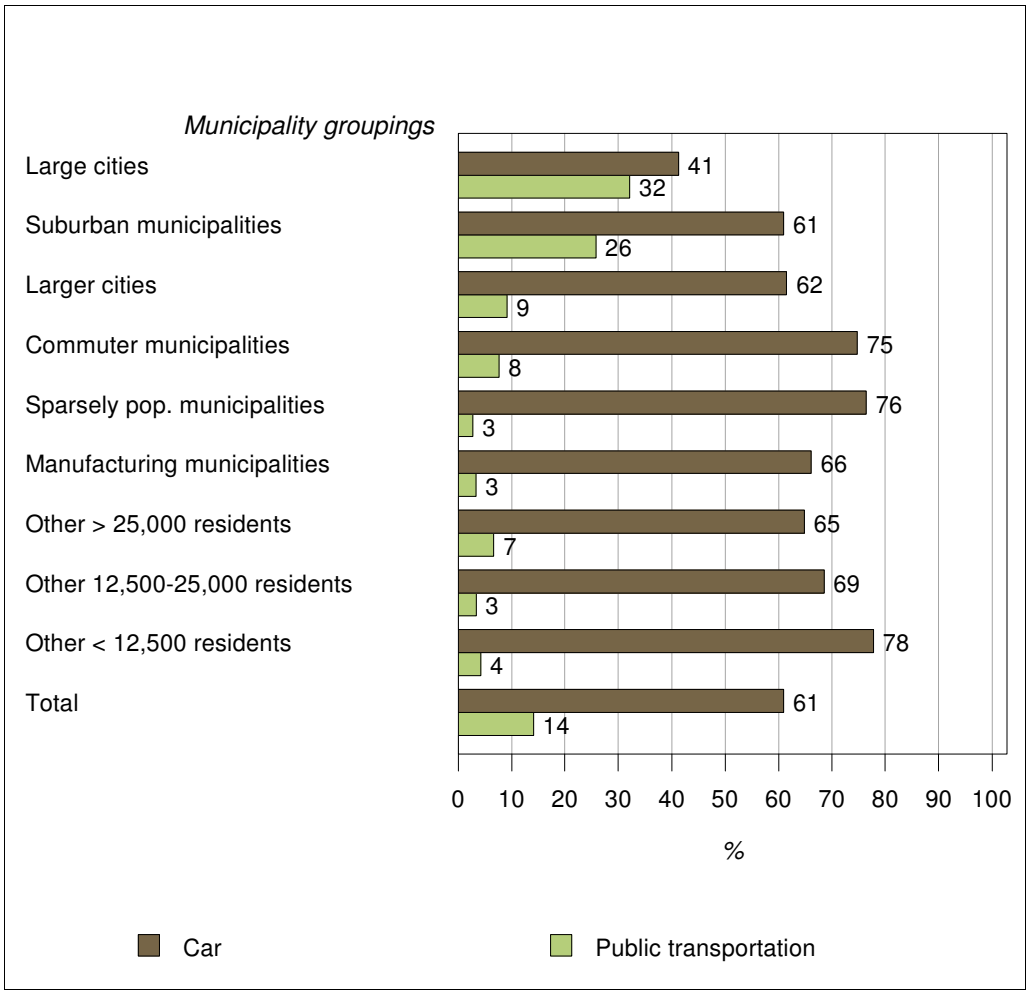
The average journey to work was 16 kilometers. The distance traveled for journeys to work was shortest for respondents residing in large cities and longest for those residing in commuter municipalities. At the same time, travel time was longest in suburban municipalities and large cities. Respondents residing in manufacturing municipalities had the shortest travel time for journeys to work.

Figure 5.4: Travel time and distance traveled for journeys to work according to region (SALAR categories, excluding air travel). Average (mean) values.



The use of a car versus public transportation for journeys to work varied greatly across regions. The use of public transportation for journeys to work was approximately ten times more common in large cities as compared to sparsely populated areas. For those who resided in rural areas, traveling to work by car was often the only alternative. Furthermore, the use of car for journeys to work was nearly twice as common in rural areas as compared to large cities.

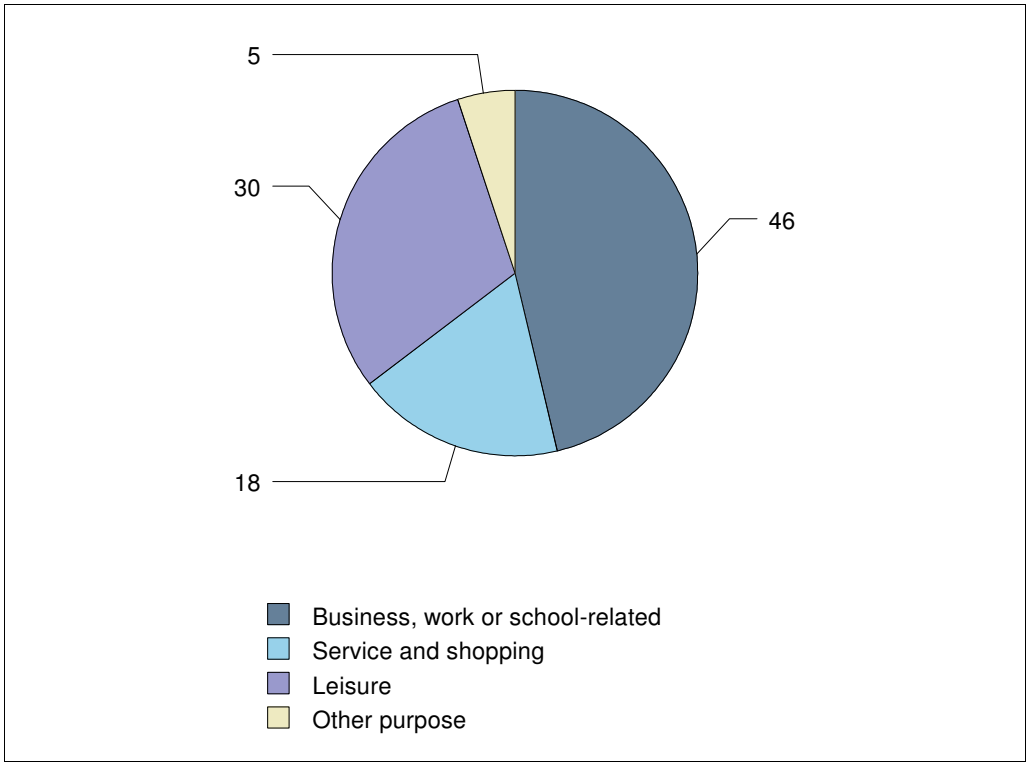
Figure 5.5: Percentage (%) of journeys to work made by car versus public transportation according to region (SALAR categories).



According to how journeys have been defined, the primary purpose of journeys from the home to the workplace or school was considered to be work or studies, respectively. This is regardless of whether other errands were conducted along the way. Round-trip travel from the home to the workplace is considered as two journeys. However, round-trip travel from the home to a store is considered as one journey.

According to how journeys have been defined, nearly half of all journeys made were considered to be either journeys to work, journeys to school, business-related or study-related journeys.

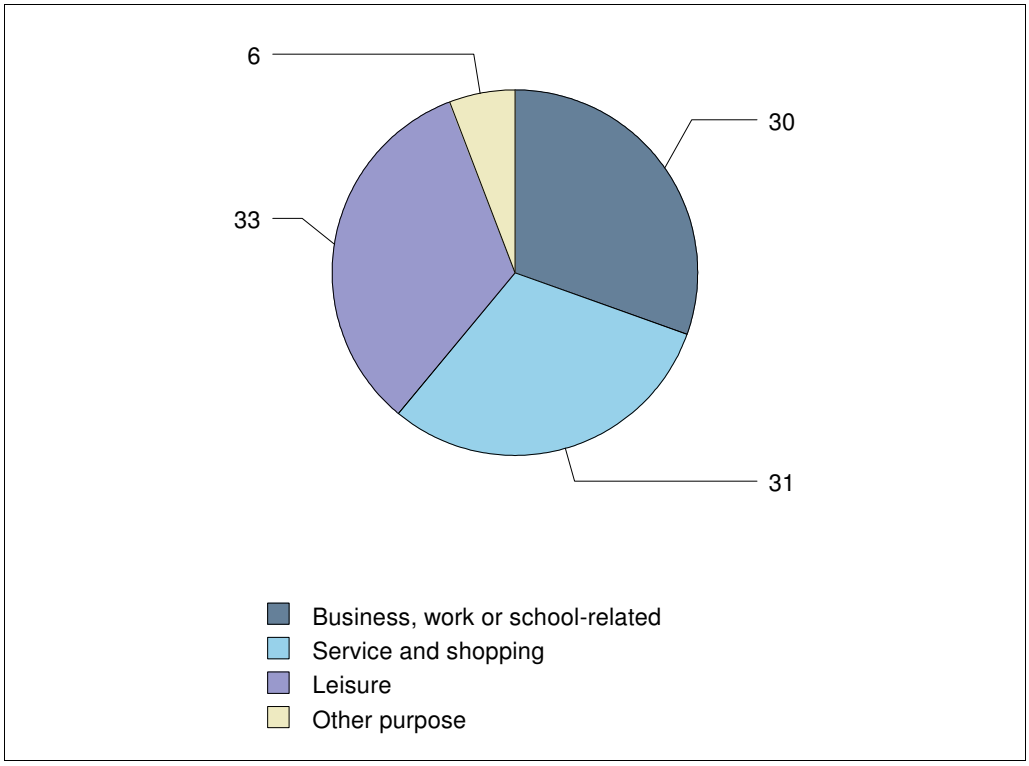
Figure 5.6: Allocation of journeys (%) by purpose.



Trips

Categorizing travel according to purpose is very difficult. For example, this has to do with the difficulty in defining the point when new travel with a new purpose has begun. This becomes evident when attempting to compare the primary purposes of journeys with those of trips.

Figure 5.7: Allocation of trips (%) by purpose.



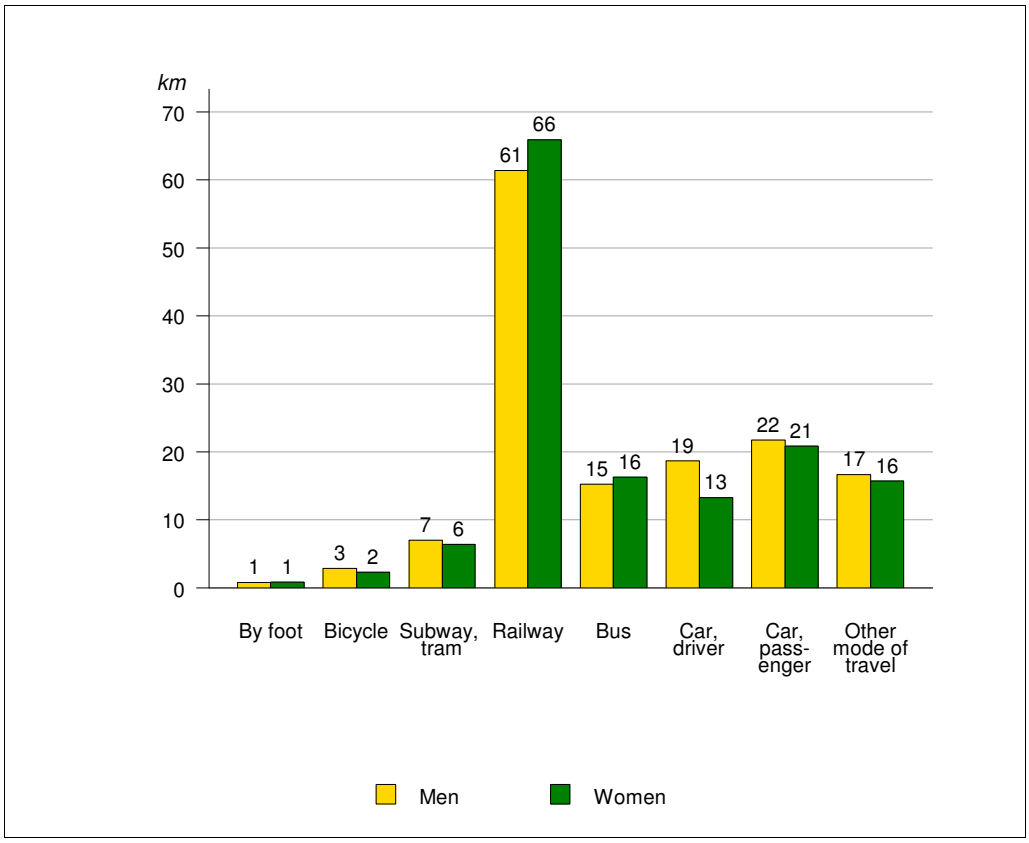
Nearly one-third of all trips were categorized as trips to work, school trips, or trips for business/study purposes. A similar share of trips were for leisure purposes or service related.

Just as many trips were made by women as compared to men. However, women made slightly more service-related trips and men made slightly more business trips. Otherwise, there was an even distribution of the types of trips taken between sexes.

Stages

The distance traveled using the same mode of travel (stage) was 12 km long, on average. There was, however, considerable variation depending on the mode of travel. For nearly all modes of travel, the distance traveled by men and women was much the same. However, when acting as the driver on stages traveled by car, men traveled longer distances than women (19 km as compared to 13 km).

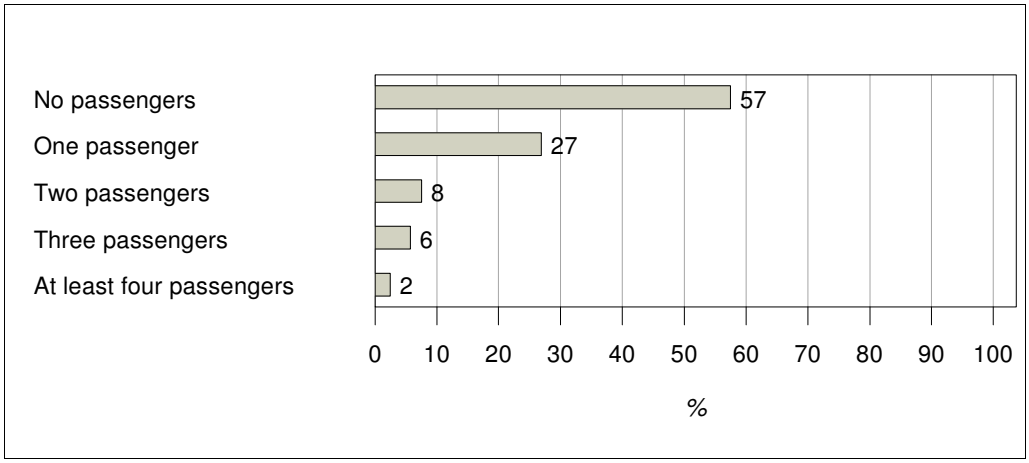
Figure 5.8: Comparison of the average distance traveled by men and women for stages using different modes of travel (excluding air travel).



In total, the Swedish population traveled 363 million kilometers on an average day. Of this total, 44% was individuals traveling by car as the driver. Combined with travel by car as the passenger, this accounted for 64% of the total distance traveled for all movements that were recorded.

The majority of all kilometers traveled by car were made by single drivers (no passengers). This was particularly prevalent for travel to and from work/school as well as business and study-related travel. For these categories, travel by car with a single driver made up 86% of the total distance traveled. It was much more common to have a traveling companion for other types of travel, such as travel by car for leisure purposes. Single drivers made up just 33% of the travel in this category.

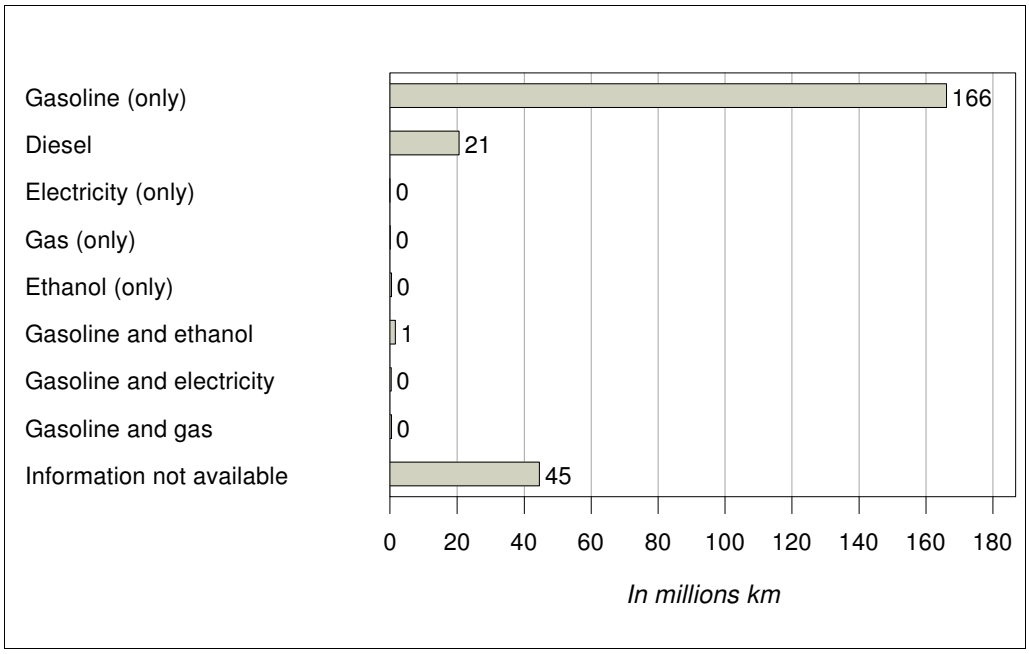
Figure 5.9: Percentage distribution of the total distance (km) traveled by car according to the number of passengers.



As with prior travel, RES 2005-2006 includes information on the type of fuel used by household vehicles. RES 2005-2006 (and RES 1999-2001) requested information on the type of vehicle used for each movement. As such (for the majority of all travel by car) it is possible to derive the type of fuel that was used.

Figure 5.10 shows that alternative fuel sources were used on a very small scale. Gasoline was the primary source of fuel, used eight times as much as diesel.

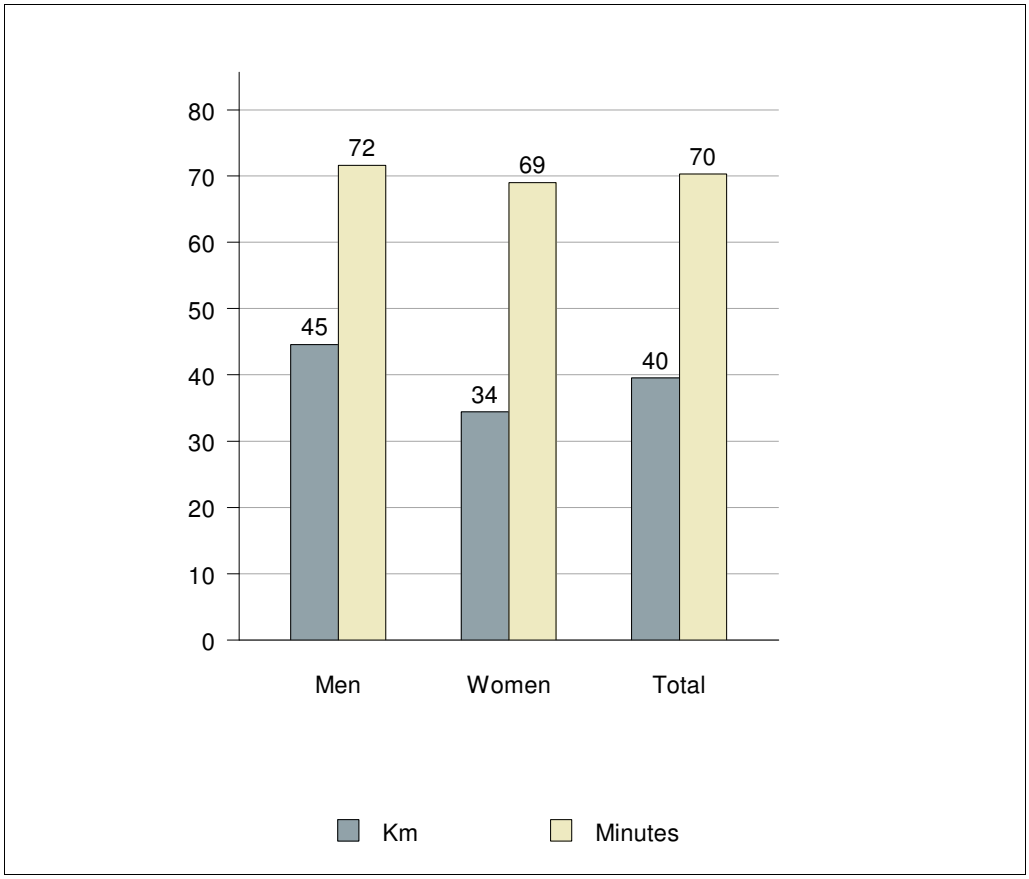
Figure 5.10: Total distance (km) driven by cars according to the type of fuel used. In millions of kilometers per day.



Travel by person and day

On an average day, 83% of the population traveled beyond the home or workplace. Many people traveled who belonged to the category 25 to 34 year olds or full-time employees, in particular. However, there were groups within the population where travel was not at all common. Primarily, individuals with mobility problems traveled less on average than the rest of the population. Approximately 50% of all individuals entitled to transportation service did not travel at all on an average day. It was also common that the elderly did not travel.

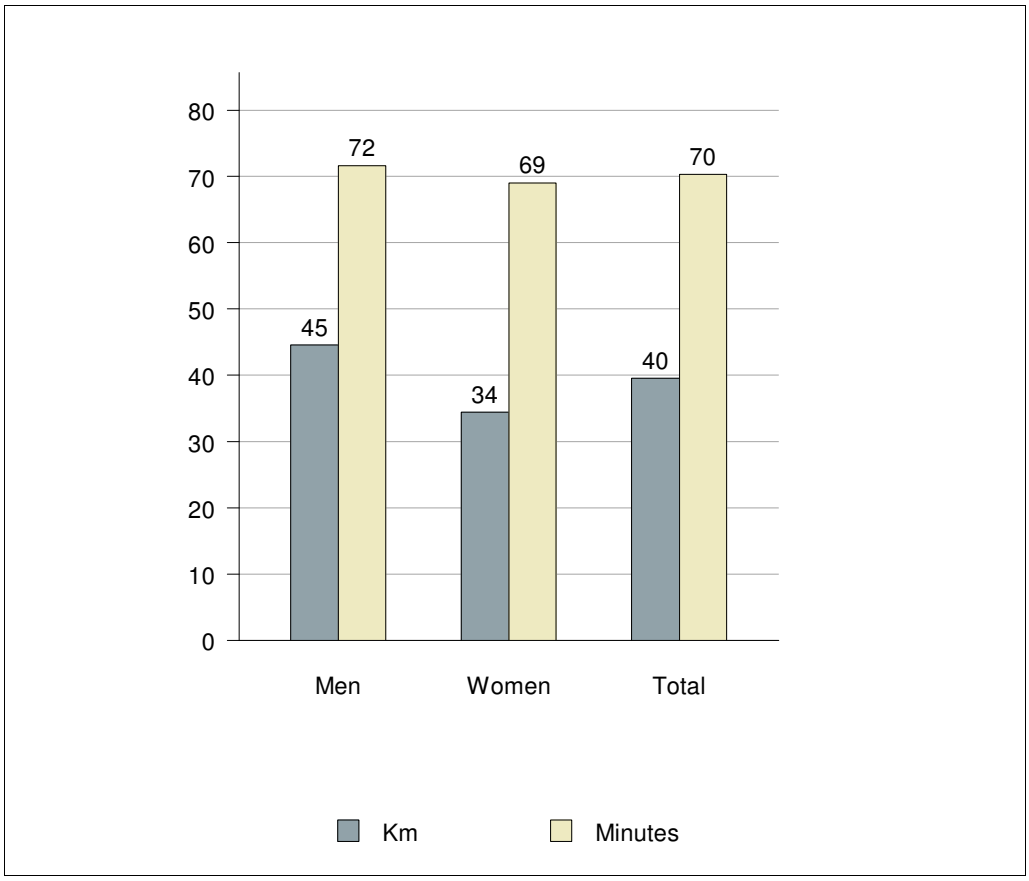
Figure 5.11: Percentage (%) of persons who did not travel on an average day, categorized by age.



The average distance traveled for the entire population (including individuals who did not travel) for any given day was 40 km (excluding air travel) and the average travel time was 70 minutes. The longest distances traveled were by men, parents of children aged 7 to 18 and business owners.

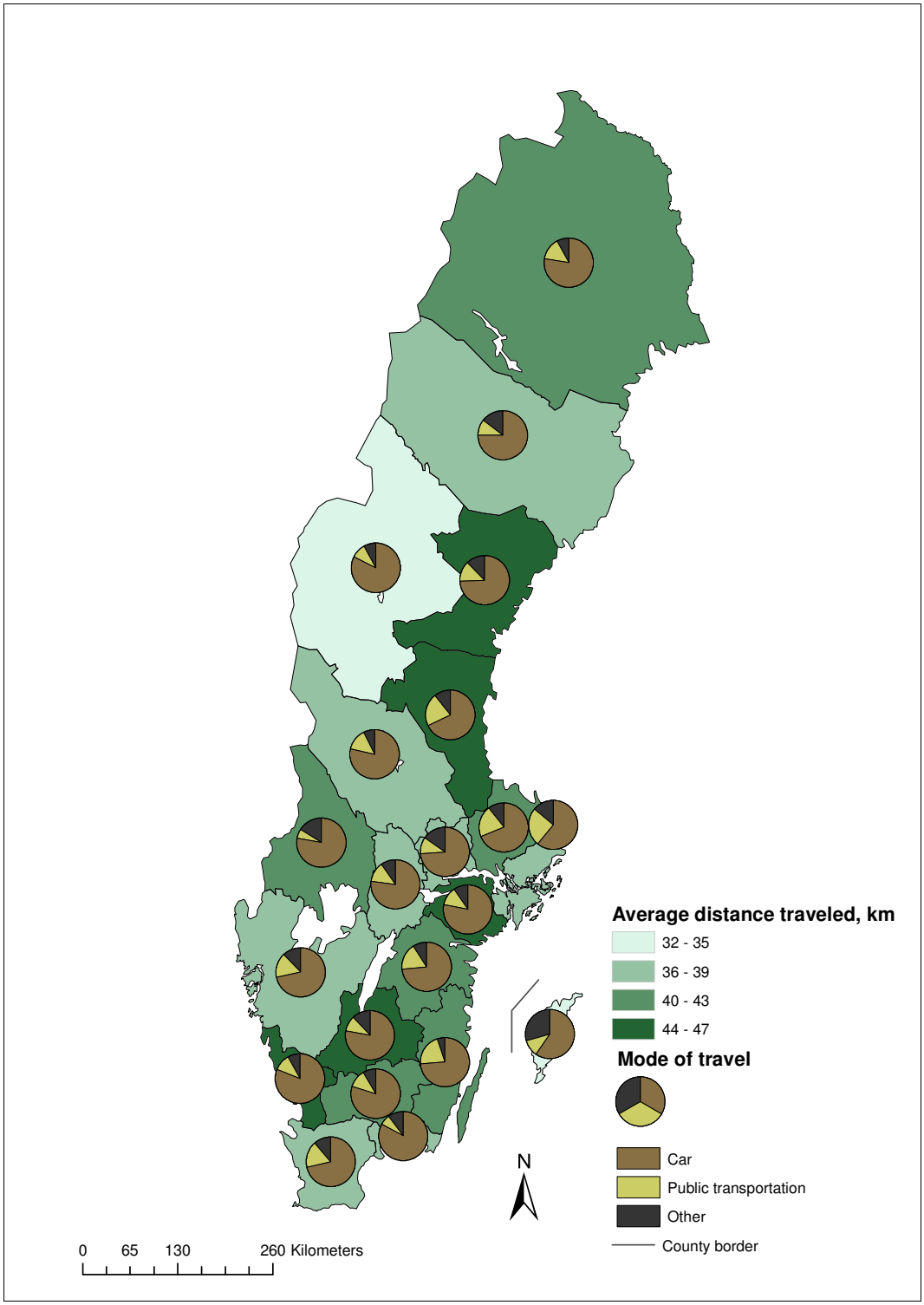
There was much less variation in travel time compared to travel distances. For example, travel time for men and women was much the same, although men traveled much longer distances.

Figure 5.12: Comparison of men and women's average distance traveled and travel time per day. Including persons who did not travel. (Excluding travel by air.)



Travel by car compared to public transportation varied considerably across counties. In Värmland, the average distance traveled by car was approximately 13 times longer than the distance traveled by public transportation. In Stockholm County, the distance traveled by car was just 2.4 times longer than the distance traveled by public transportation. The distance traveled by the total population was 4 times longer by car than by public transportation.

Figure 5.13: The average distance traveled by person and day and the portion of each distance covered by different modes of transport.



Work-related road traffic, journeys taken by crew and journeys outside the ordinary traffic environment

As already mentioned, RES 2005-2006 also looked into work-related road traffic and journeys taken by crew. Of the total number of journeys, work-related road traffic amounted to 0.5% and travel by crew was 0.02%. Work-related road traffic made up 3% of the total distance traveled, while travel by crew accounted for 1%. Of the total long-distance journeys, 0.4% was for journeys taken by crew.

Some journeys took place completely outside the ordinary traffic environment. This type of travel accounted for 5% of all journeys that were made on the day of survey.

5.2 Long-distance journeys (more than 100 km) and journeys abroad

Each day, approximately 200,000 journeys were taken from the permanent residence or vacation home that were more than 100 km (in a single direction). This is equivalent to 73 million long-distance journeys per year. A greater proportion of long-distance journeys (more than 100 km in a single direction) were made by men, rather than women.

At 68%, the car was the dominant mode of travel for long-distance journeys. Travel by air and railway each accounted for 11% of the total, while 7% of this type of travel was made by bus. The median distance for long-distance travel by car was 155 km and 50% of journeys by car were of a distance between 110 km and 260 km. Of the total flights, 50% were between 624 km and 2,570 km (Table 5.1).

Table 5.1: The 25th percentile, median and 75th percentile for the distance traveled (km) on long-distance journeys using different modes of travel.

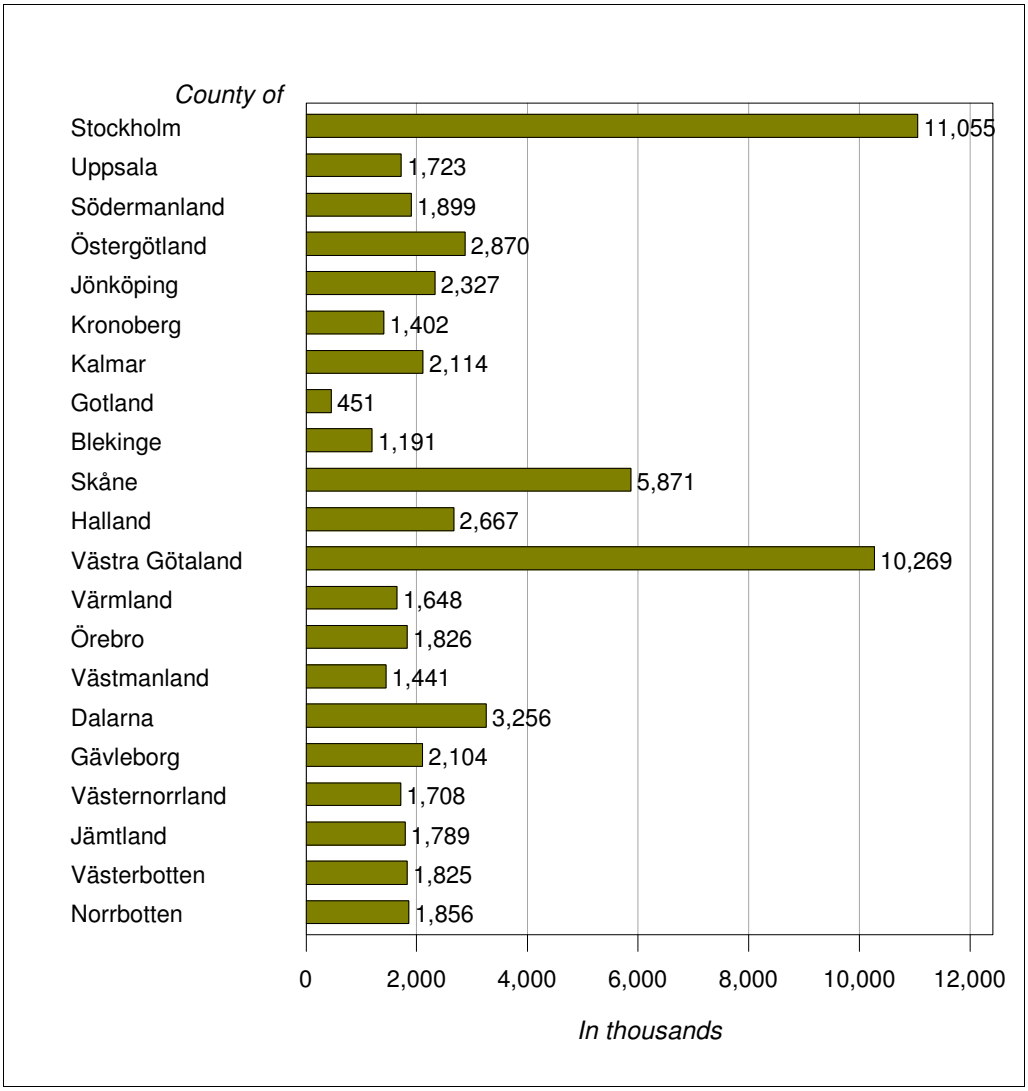
	25th percentile	Median	75th percentile
Car	110	155	260
Ship	130	204	390
Railway	110	171	328
Bus	130	200	350
Air	624	1 300	2 570

A predominant portion of long-distance journeys was made to destinations within Sweden. 14% of all journeys that were longer than 100 km were to destinations abroad. 19% of all leisure trips were to destinations abroad.

Long-distance journeys within Sweden

Between autumn 2005 and autumn 2006, there were 62 million long-distance journeys taken within Sweden. The three most popular destinations were the counties of Stockholm, Västra Götaland and Skåne (Figure 5.14). Half of all long-distance journeys taken within Sweden were for leisure purposes, often to visit friends or relatives (25% of all long-distance journeys within Sweden). 27% of all long-distance journeys were in some way connected with either work or studies. Three quarters of all journeys taken were by car. The next most common mode of travel was railway, used in 12% of all journeys.

Figure 5.14: The number of long-distance journeys made to various destinations within Sweden per year.



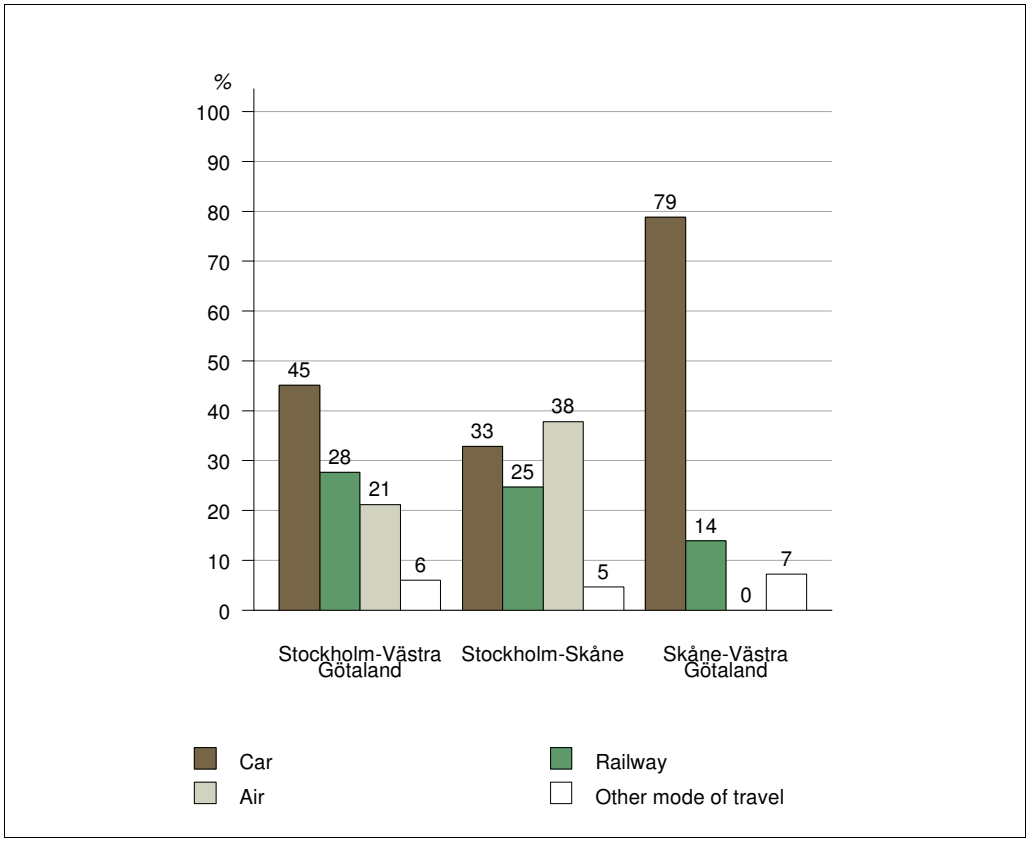
Slightly more than half of all journeys longer than 100 km one-way that were made within Sweden were day trips. On average, journeys that lasted more than a day were four days long. Longer journeys often required overnight accommodations. This was often provided by friends/relatives, or occasionally by hotels or guesthouses.

During the 2005-2006 period, approximately 8.4 million journeys (one-way) were made between the counties of Stockholm, Västra Götaland and Skåne. Approximately half of all journeys between Stockholm and Västra Götaland, as well as those between Stockholm and Skåne, were for leisure purposes. In addition, 40% of journeys were work or study related.

Approximately half of all travelers between Stockholm and Västra Götaland went by car. Railway and air travel each represented approximately 25% of the travel between these locations. At 40%, air travel was the most popular mode of transport between Stockholm and Skåne, with travel by car accounting for one-third. One-fourth of the journeys were made by train.

A large proportion of travel between Skåne and Västra Götaland was leisure trips (slightly more than 60%) and one-forth of the travel was journeys to work, business trips and study tours. The majority of all journeys between these counties were by car. Train was the chosen mode of travel for approximately 10% of these journeys, and travel by air was almost non-existent.

Figure 5.15: Mode of travel: Stockholm – Västra Götaland, Stockholm – Skåne and Skåne – Västra Götaland.



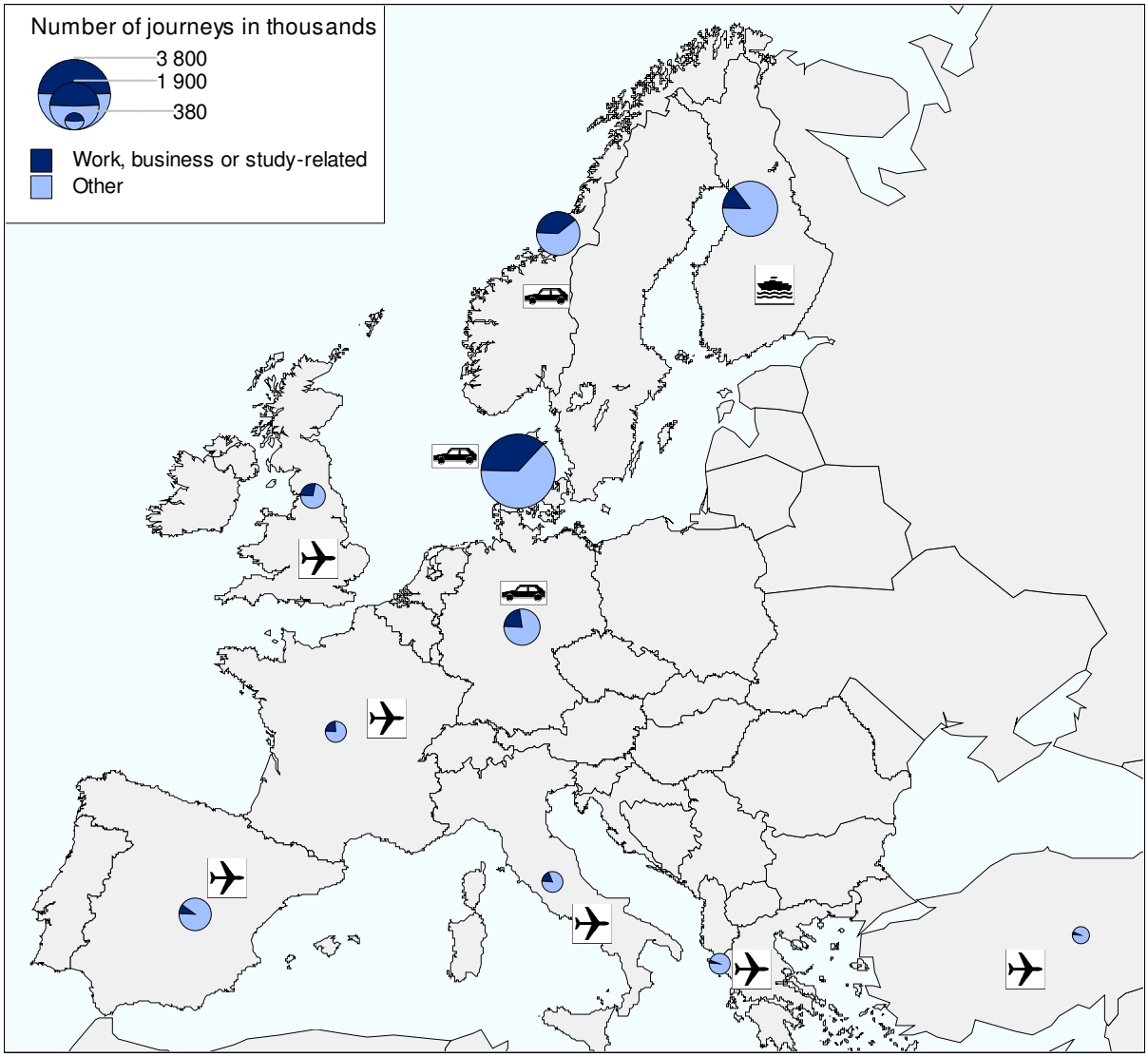
Journeys abroad

Between the autumn of 2005 and 2006, approximately 13.5 million journeys were made to destinations in foreign countries. Of this total, 24% were journeys less than 100 km to a bordering country. The countries most visited were Denmark, Finland, Norway, Germany and Spain. Many journeys were also made to other European countries. Typically, journeys abroad were made by air. However, for the four most popular destinations, a different mode of travel was more common. The majority of all journeys abroad were taken for leisure purposes (62%). The most common purpose was for vacation. Slightly more than a quarter of all journeys abroad were business, work or study-related. Denmark was the primarily destination for journeys to work. These accounted for approximated 900,000 of the 1.5 million journeys to work in a foreign country that were made during the period when the survey was conducted.
Three-fourths of all journeys abroad lasted more than one day. Journeys abroad that were longer than one day lasted an average of seven days in total. Hotels and guesthouses were the most common types of overnight accommodation used when traveling outside of Sweden. Occasionally, friends or relatives provided overnight accommodations, but all other alternatives were quite uncommon.

As with the prior travel surveys, RES 2005-2006 also included questions about travel between terminals in Sweden and airports within the Nordic region. One-forth of all long-distance trips was made via an airport, train station, bus or ferry terminal. The largest terminals were Arlanda Airport, Stockholm Central Station, Gothenburg Central Station and Malmö Central Station.

Travelers typically traveled by car to both airports and ferry terminals. Travel to train stations and bus terminals was made by foot just as often as by car. This is also reflected in the average distances to bus terminals and train stations, which were shorter than the distances to airports and ferry terminals.

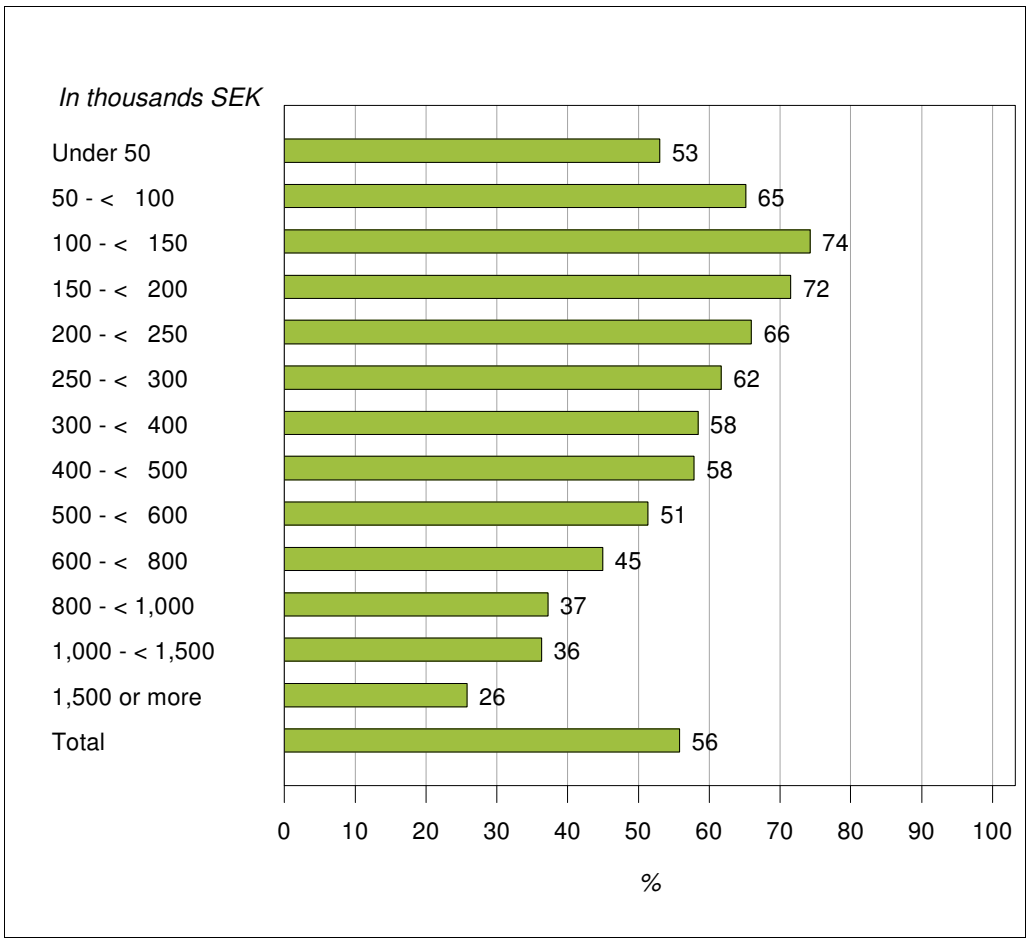
FIgure 5.16: Common travel destinations in Europe along with the most common modes of travel to these countries.



Individuals

More than half of the population did not make a long distance journey during an average month. Slightly more women than men belong to this category. Primarily, the elderly in the population did not travel so far. However, very few children traveled long distances either. Financial aspects, such as household income, had a substantial impact on long-distance journeys (Figure 5.17).

Figure 5.17: Percentage (%) of individuals who did not make any long-distance journeys during an average month categorized by household income.



Approximately 60% of the population took at least one journey abroad during the last year. Men made journeys abroad more often than women, with 3% of all men making 10 or more journeys abroad. Just half as many women (1.5%) made 10 or more journeys abroad. Above all, the elderly made far fewer journeys abroad than individuals in other age categories. Household income also had a strong correlation to individual mobility.

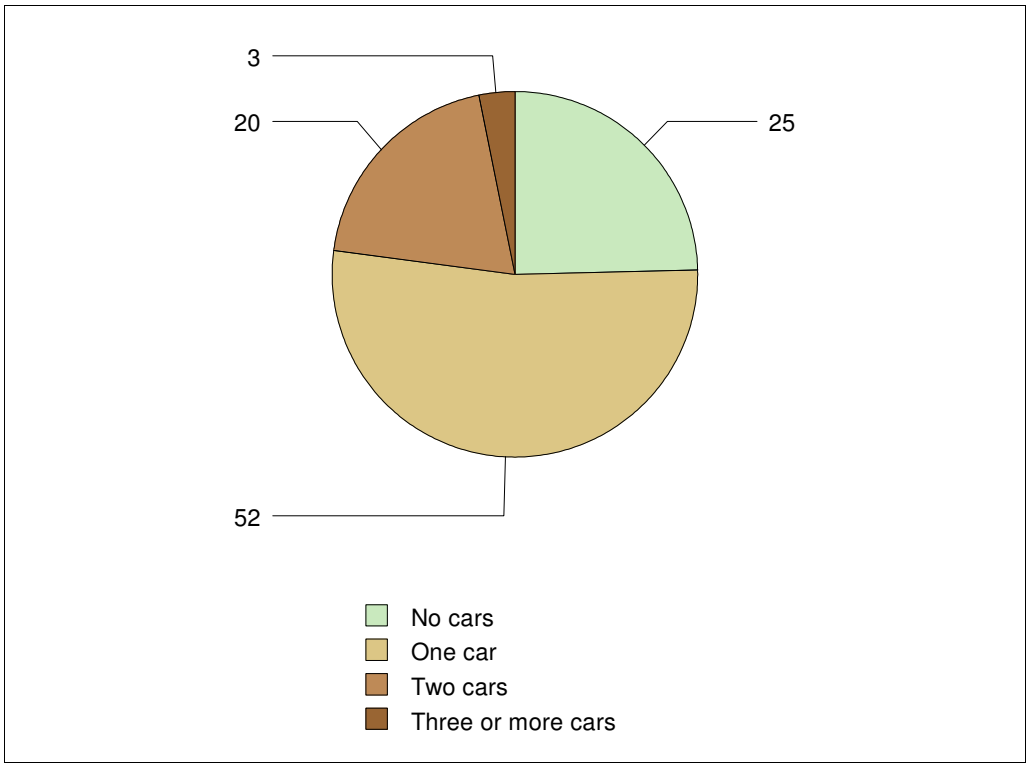
5.3 Cars and public transportation

Travel by car was used much more often than public transportation. Approximately 90% of the population traveled by car at least once per week, while just 30% used public transportation sometime during the week. On an

average day, 53% traveled by car, 14% by public transportation and 5% by both car and public transportation.

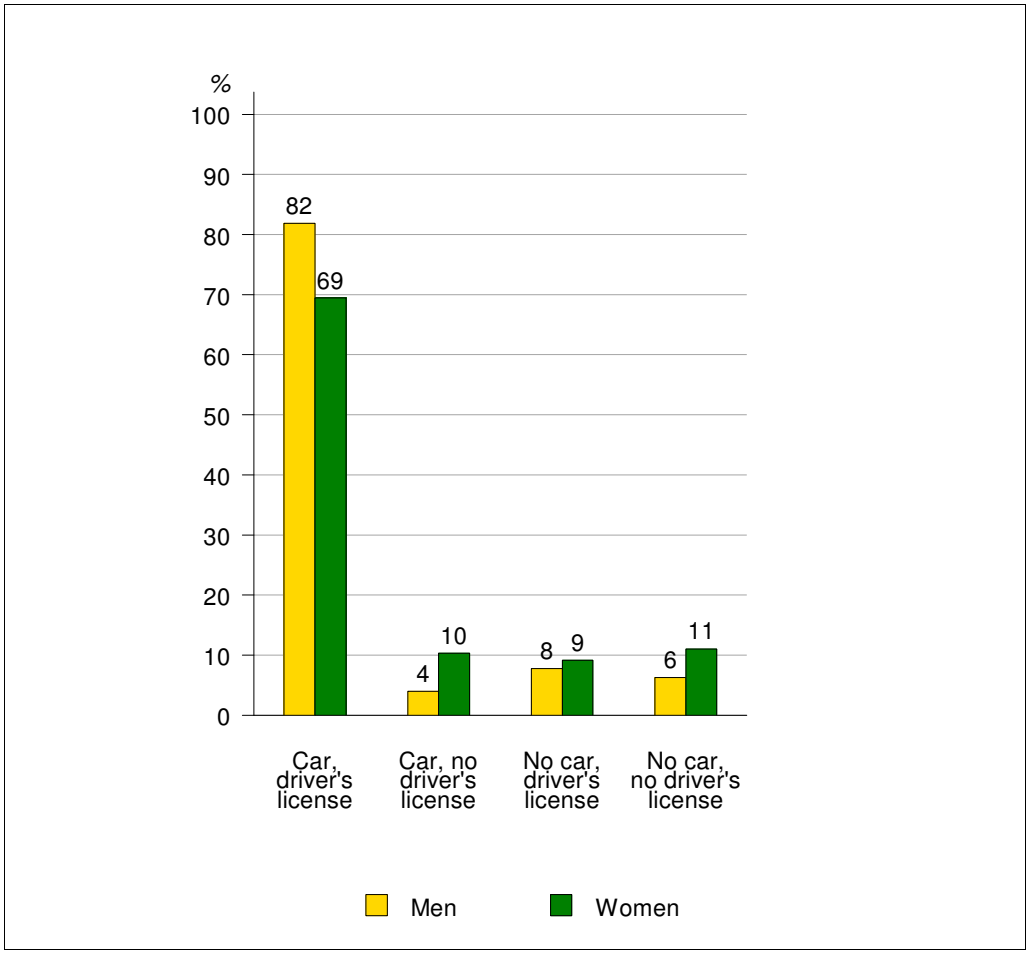
Based on the results of RES 2005-2006, the Swedish population owned 4.3 million cars that were in use. On average, this corresponds to slightly more than one car in use per household. However, one-forth of all households did not own a car. More than one car was owned by 23% of all households and 3% owned three cars or more.

FIgure 5.18: The percentage of households owning cars that were in use.



More men than women had both a driver's license and access to a car. For men between the ages of 18 and 84, 82% had a driver's license and access to a car. This is 12% more than for women in the same age group. Just 6% of men lacked a driver's license and resided in a household that did not own a car. The corresponding share of women was 11%.

Figure 5.19: Possession of a driver's license and access to a car - comparison between men and women between the ages of 18 and 84.



Approximately one-third of the Swedish population between the ages of 6 and 84 had some type of public transportation discount card or season ticket for public transportation. This was most common amongst youth, as 65% of people between the ages of 15 and 18 owned some sort of card for public transportation. It was more common for individuals without a driver's license to have a discount card or season ticket for public transportation than for individuals who did have a driver's license (51% compared to 26%). More women than men owned a public transportation discount card or season ticket.

The most common type of card used for public transportation was some type of season ticket (e.g., monthly pass or student pass). Approximately one-forth used a refill card, while one-fifth used discount coupons.

5.4 Tele/videoconferencing used for work or study purposes

Very few gainfully employed individuals and students used tele/video conferencing. During an average month, 9% of the gainfully employed had participated in a teleconference and 2% in a videoconference. During an average month, just 1% of students (above the age of 14) had participated in a teleconference, and 1% in a videoconference in conjunction with their studies.

Work-related tele/videoconferences were often conducted by men, individuals between the ages of 35 and 44 and high-income earners.

People who participated in teleconferences did so on average 5 times per month. People who participated in videoconferences did so on average 3 times per month.

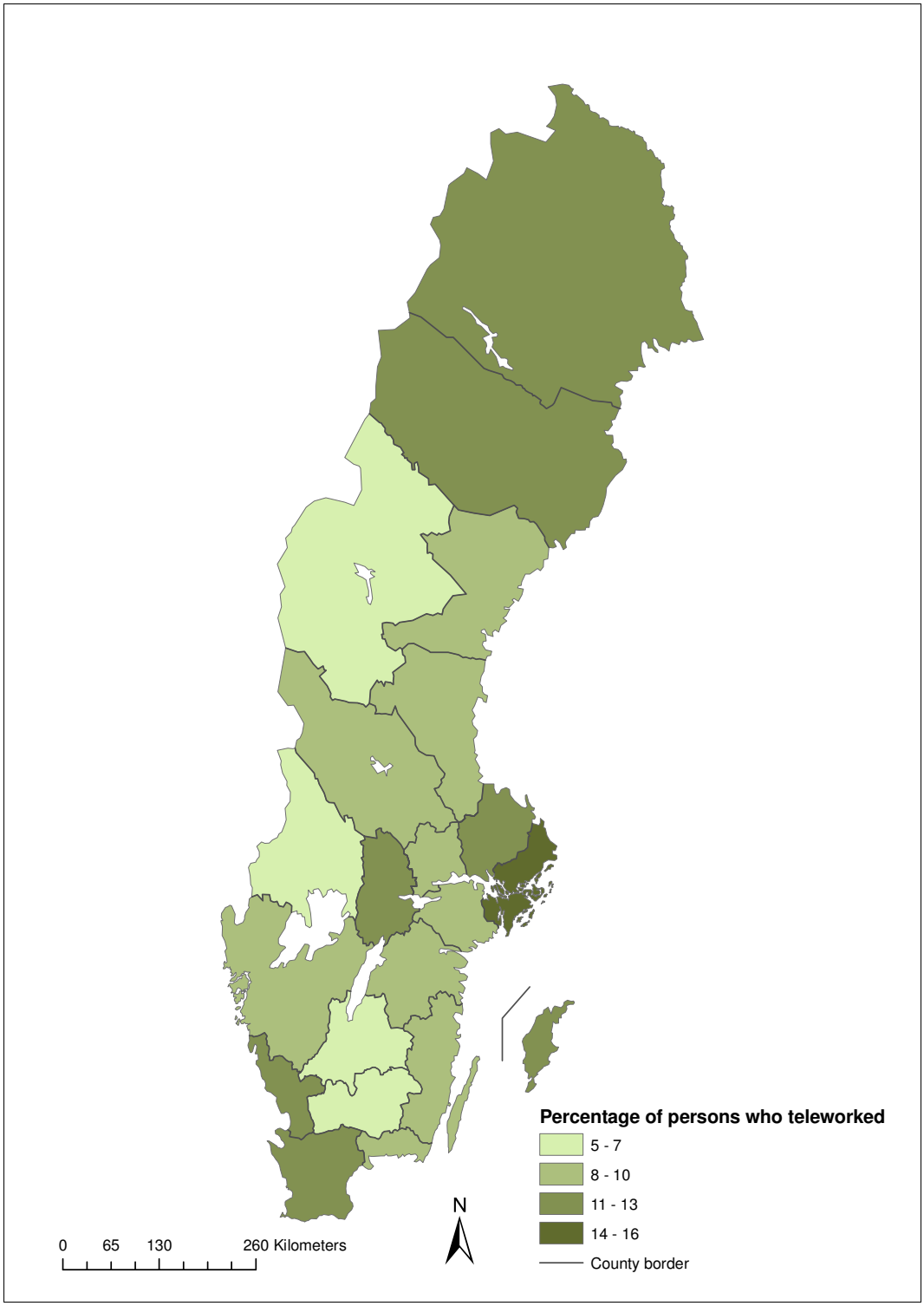
5.5 Telework and work while traveling

Of the gainfully employed, 11% teleworked. To a certain extent, teleworking depends on the specific work situation. Therefore, in RES 2005-2006, respondents were asked whether they were able to/allowed to telework. Of the gainfully employed, 21% stated that they had work tasks that were appropriate for teleworking. Furthermore, 89% of those employees who were able to telework were also allowed to do so.

People between the ages of 35 and 44 that primarily worked in their own home were more likely to telework than other groups. As a rule, these individuals worked from their own home and did so for only a portion of the day. On average, those who teleworked did so 7 days per month, i.e., worked from a different location than their ordinary workplace. Of those who teleworked, 76% used email and 75% used the Internet. In addition, 51% used a computer to connect to the network at their workplace.

Of the gainfully employed, 13% worked while traveling. Slightly more than half of these individuals worked primarily during business trips. Persons who worked while traveling were typically men who were self-employed and between the ages of 35 and 44. Those who worked while traveling typically did so on average 8 days per month. Of this group of individuals, 19% used the Internet, 16% used email and 11% used a computer that could connect to the network at their workplace. A much larger share of men than women took advantage of such technical possibilities when working while traveling.

Figure 5.20: Percentage (%) of the gainfully employed that teleworked.

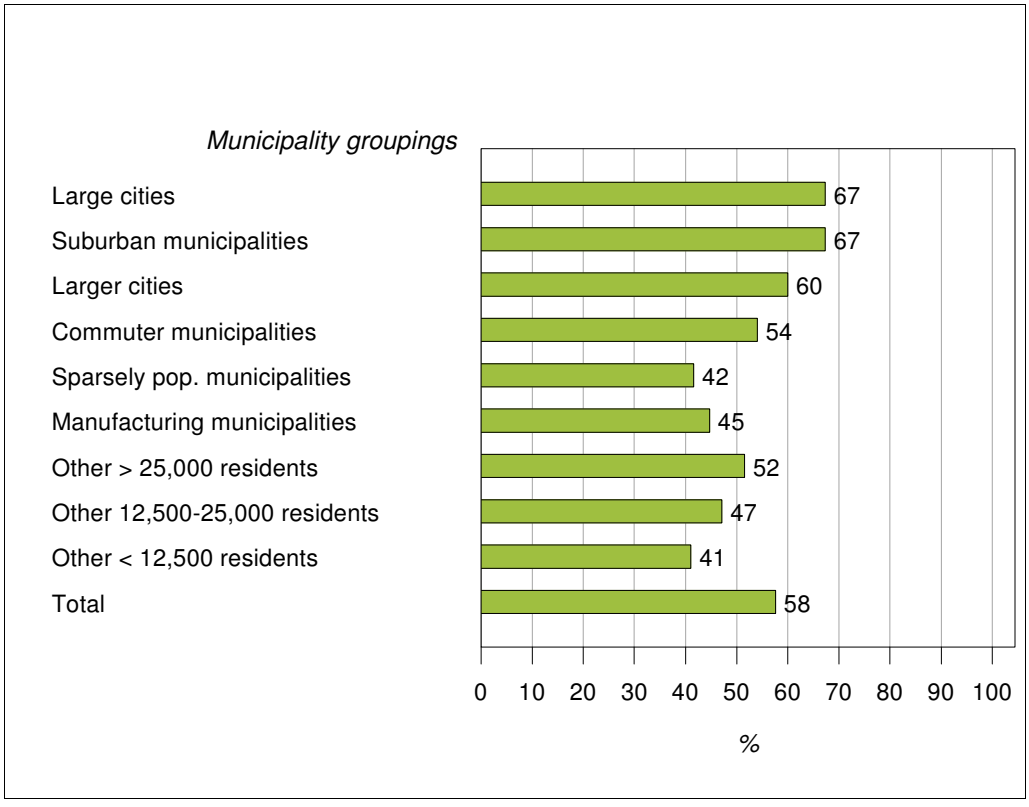


5.6 Internet

Of the total population, 78% could access the Internet from home. The majority, 74%, accessed the Internet through a fixed connection. Slightly more men than women had Internet access from the home, however there was a stronger correlation with age. Amongst individuals between the ages of 6 and 54, 80% could access the Internet from home. However, for those between the ages of 75 and 84, less than 20% had such access. Home Internet access was most prevalent in suburban municipalities (84%). Fixed Internet connections were also most common in suburban municipalities and large cities (67%). Sparsely populated areas were where home Internet access was least common (67%). Rural areas and small municipalities (less than 12,500 residents) was where it was least common to have fixed Internet connection in the home. In such municipalities, slightly more than just 40% had a fixed Internet connection in the home.

Of the total population, 23% had mobile access to the Internet. Of this group, 30% had a mobile Internet connection that was paid for by their employer or company. This was much more often the case for men (39%) than women (19%).

Figure 5.21: Percentage (%) of the population who had a fixed Internet connection, by region (SALAR categories).



One-third of the gainfully employed had home Internet access that they used for work-related purposes. White-collar workers used home Internet access for work-related purposes to a much greater extent than blue-collar workers. Men were also slightly overrepresented in this category.

Of the gainfully employed, 66% had an email address associated with their position at work. Of this amount, 56% could access their work email from home.

A slightly larger share of women had an email address associated with their position at work, yet a greater portion of men were able to access their work email from home. Middle managers and senior managers had access to work email from their home to a much greater extent than other socioeconomic groups.

Furthermore, half of those who could access their work email from home were also able to connect with their company's computer system from home as well. This applied for a greater portion of men (56%) than women (41%). Of the gainfully employed who used mobile equipment to manage their work email (6%), 70% were also able to connect with their company's computer system using such equipment.

Of all students who had home Internet access in the home, 62% used the Internet in connection with their studies. More women than men accessed the Internet from home for study-related purposes.

6 Technical description

6.1 The Sample

RES 2005–2006 observed the journeys and movements of its target population, i.e., residents of Sweden between the ages of 6 and 84. The very youngest and oldest people in the population were not part of the target population. However, certain information regarding children up to the age of 6 was collected during the interviews (e.g., children accompanying the respondent on any travel). Accordingly, the travel activity of very young children was also captured, since children below this age typically always travel accompanied by an adult.

The sampling frame was the Total Population Register (TPR) maintained by Statistics Sweden. The sample consisted of 41,225 individuals. Of those individuals selected, 30,097 were evenly distributed across the entire country during the one-year period 2005-10-01 until 2006-09-30. The remaining 11,128 individuals were evenly distributed during the period 2005-10-01 until 2006-05-31 (243 days). These individuals belonged to a supplementary sample that was ordered for the following six counties:

- Stockholm county, 5,615 persons
- Gävleborg county, 1,097 persons
- Södermanland county, 1,134 persons
- Örebro county, 1,106 persons
- Uppsala county, 1,044 persons
- Västmanlands county, 1,132 persons

During the interview process, it was discovered that 297 individuals that had been selected no longer belonged to the target population, since they either no longer resided in Sweden or had died. This had been allowed for when the original sample size was determined. Accordingly, the net sample was 40,928 individuals (maximum).

The sample was selected on a quarterly basis (October 2005–December 2005, January 2006–March 2006, April 2006–June 2006 and July 2006–September 2006) thus producing a stratified sample. Within each stratum, independent random selection was used. These strata were based upon a regional division into counties, with the exception of Stockholm County that was divided into municipalities, age groups (6–14, 15–24, 25–44, 45–64 and 65–84) and by sex.

During the fourth quarter of 2005, the sample was stratified according to region. During the first and third quarters of 2006, it was stratified according region, age,

and sex. For the second quarter of 2006, stratification was according to region and age.

Table 6.1: Quarterly stratification of the sample.

	Region	*Age*	*Sex*
Quarter 4, 2005	X		
Quarter 1, 2006	X	X	X
Quarter 2, 2006	X	X	
Quarter 3, 2006	X	X	X

From the first quarter of 2006 and onwards, sex and age were both included as stratification variables. This was done because, in the fourth quarter of 2005, it was discovered that the strata had a somewhat skewed age and sex distribution. During the second quarter of 2006, sex was not used as a stratification variable. The supplementary sample applied to this quarter only during the first two months. It was inappropriate to continue using sex as a stratification variable due to the large number of regions in relation to the sample size.

6.2 Non-response

In total 27,647 interviews were conducted, corresponding to 67.6% of the net sample. The primary reason for non-response was that the individual selected could not be reached. This was the case in 16.9% of all instances of non-response. In addition, 2.2% were otherwise engaged and therefore unable to participate, while 13.3% refused to answer.

The group “not contacted” was particularly large for a variety of reasons, such as the short interview period of just one week. This could also be explained by the fact that the survey was conducted throughout the entire year, i.e., during vacation times and weekends when many people were away. Furthermore, the upper age limit was quite high compared to many other surveys.

Interviews that were terminated during the introductory questions, i.e., before the first question about the first trip, were coded as “non-response.” Otherwise, they were coded as “interviewed.” There were also 217 individuals who chose to terminate the interview at some point after the introductory questions, but before the interview was concluded. As such, these interviews were coded as “interviewed.”

Table 6.2: The sample after non-responses.

Answer code	*Interview*	
	#	*%*
Participated in interview	27,647	67.6
Not contacted	6,937	16.9
Moved, address unknown	84	0.2
Temporarily away	852	2.1
Non-published telephone number	20	0.0
No information available on the telephone number	1,203	2.9
Not contacted, other	4,778	11.7
Impediments	899	2.2
Institutionalized	34	0.1
Physically or psychologically impaired	34	0.9
Speech difficulties	380	0.5
Illness (temporary)	217	0.5
Impediments, other	1	0.1
Refusal	5,445	13.3
No time	880	2.2
Confidential - integrity - register	77	0.2
Never participates in surveys	352	0.9
Voluntariness	3,605	8.8
Purpose of the survey	152	0.4
Prior participation	26	0.1
Demands compensation	41	0.1
Couldn't reach at agreed upon time	1	0.0
Declined participation, other	311	0.8
Net sample	40,928	100.0
Foreign residence/emigrated	221	
Deceased	74	
Overcoverage, other	2	
Gross sample	41,225	

Approximately equal numbers of men and women participated in the survey. The highest percentage of answers came from the following categories of people: 6 to 14 year olds, Swedish born, married, residents of Jämtland county and those who had completed education beyond the high school level. The lowest percentage of answers came from the following categories of people: 25-34 year olds, born elsewhere than the EU or Nordic region, divorced/separated, residents of Stockholm county and those who had completed no more than compulsory school education.

Percentage of answers and non-response reasons were similar for both men and women. Primarily, differences between the various age groups had to do with the ease/difficulty in contacting people. Various impediments to participation were, understandably, more common amongst the elderly than with younger individuals. Amongst those individuals who originated from a different country than Sweden, non-response was more often due to these individuals being harder to contact or language difficulties. Refusal to participate was more common amongst persons who originated from Sweden and its bordering nations. Between counties, the

greatest difference occurred in the category “not contacted.” However, certain differences also were observed in the number of refusals.

Table 6.3: Interview respondents according to various background variables.

Variable	*Net-Sample*	*Res-pondents (%)*	*Not contacted (%)*	*Impedi-ments (%)*	*Refusal (%)*
Sex					
Men	20,502	67	18	2	13
Women	20,426	68	16	3	13
Age					
6 to 14 years	4,722	75	13	1	11
15 to 24 years	5,574	68	20	1	11
25 to 34 years	5,806	63	24	1	12
35 to 44 years	6,427	64	19	1	15
45 to 54 years	5,848	67	17	1	15
55 to 64 years	6,022	69	15	2	15
65 to 74 years	3,719	71	11	4	14
75 to 84 years	2,810	66	9	11	14
Country of birth					
Sweden	35,359	69	15	2	14
Other Nordic country	1,382	63	20	3	14
EU 27 outside Nordic region	999	55	31	4	10
Other country	3,188	52	35	6	7
Marital status					
Married or registered partnership	14,961	71	11	3	15
Single	20,083	66	20	1	12
Divorced	4,116	61	24	3	12
Widowed	1,767	65	12	9	14
County					
Stockholm County	11,676	63	22	2	13
Uppsala County	2,035	71	16	2	11
Södermanland County	1,991	71	15	3	12
Östergötland County	1,386	70	15	2	12
Jönköping County	1,097	72	12	3	14
Kronoberg County	598	70	15	1	14
Kalmar County	789	72	14	2	12
Gotland County	197	76	11	1	12
Blekinge County	504	68	15	1	16
Skåne County	3,856	64	19	3	15
Halland County	941	70	13	3	14
Västra Götaland County	5,064	67	17	2	14
Värmland County	916	71	13	2	14
Örebro County	2,004	73	13	2	13
Västmanland County	1,984	71	14	2	12
Dalarna County	922	69	16	3	13
Gävleborg County	2,010	71	13	3	13
Västernorrland County	818	74	14	1	11
Jämtlands County	424	79	11	2	8
Västerbotten County	867	73	11	1	14
Norrbotten County	849	69	13	3	15
Educational level					
Postgraduate studies	269	71	18	1	10
Min 2 years beyond high school	7,656	73	14	1	12
Less than 2 years beyond high school	1,878	70	17	1	12
High school	14,271	66	19	1	14
Pre-high school 9 (10) years	4,699	62	22	2	14
Pre-high school less than 9 years	2,951	62	16	5	17
No information available	9,204	70	14	5	12
Total	27,647	68	17	2	13

6.3 Partial non-response

Partial non-response means that information is lacking for a certain question that should have been answered. Partial non-response (for the categories “don’t know”, “refuse to answer” and “no information available”) was generally quite low. For nearly all questions, the percentage of replies that were “don’t know” was less than 1%. Even less common was the refusal to answer a particular question.

However, a significant number of individuals refused to answer the questions on household income and individual income. For household income, partial non-response was 22.4% and for individual income, 14.3%.

For questions regarding movements on the day of survey, non-response was highest for questions about the distance traveled (2.3% for stages) and end time (1.9% for trips).

For long-distance journeys, partial non-response was highest regarding the starting and ending dates (5.9% for trips) as well as questions about the nature of the travel, i.e., business-related, study-related or private (1.3% for journeys).

6.4 Random error and confidence interval

Random error occurs when random sampling is done, rather than a survey of the total population. Random error becomes known once the sample probabilities are known. The sample size determines the level of precision that can be achieved with the estimates. A high level of precision can be achieved with many observations and homogeneous answers. Likewise, a lower level of precision occurs when there are only a few, heterogeneous observations available. Random error can be expressed with confidence intervals that indicate the reliability of the estimate (i.e., that it represents the true value). When confidence intervals are calculated, consideration is given to how the survey was designed. For this survey, the calculation was made with Statistics Sweden's CLAN program, which was integrated as part of the menu system for the RES 2005-2006 database. *RES 2005–2006 Tables Attachment,* provides the confidence intervals for certain selected tables.

6.5 Approximating the population

In calculating weights for RES 2005–2006, the sample was subsequently stratified by strata based upon quarter, region, age and sex. Division into regions and age groups was made in the same way as for the sample.

Four different types of weights were used to approximate the population:

- when approximating individuals in the background data file (UPBD), the compensation weight (**VIKT_K**) was used. This was calculated as the ratio between the population and respondents from each respective stratum.
- when approximating households in the background data file (UPBD), household weight (**VIKT_H**) was used. This was calculated as the ratio between the compensation weight (**VIKT_K**) and the number of persons in the household with sample probability (i.e., persons between the ages of 6 and 84).

- when approximating travel during the day of survey, an adjusted compensation weight (**VIKT)** was used. Calculations were made with consideration to how non-responses varied over time so that the same weight was applied when approximating the population for the answers received on any given day. The weight sums up travel for the chosen period. **VIKT_DAG** is the weight that is used to calculate travel on an average day. It is equal to **VIKT** divided by 365. In order to obtain correct results with **VIKT_DAG**, the entire survey period must be used.
- when approximating long-distance journeys and journeys across national borders, the following is used: the weight for the day of survey divided by the length of the reference period. Journeys across national borders and long-distance journeys less than 300 km were divided by 30. Journeys that were at least 300 km one-way were divided by 60. The weights used for long-distance journeys and journeys across national borders had the same names as the weights that were used for day of survey: **VIKT** for summation of a chosen period and **VIKT_DAG** for approximating an average day.

In addition, the database contained weights that were designed to approximate the population during winter weekdays (all days of survey during the period October 2005 until May 2006 as well as September 2006, excluding Saturdays and Sundays). Weights for winter weekdays were designed using the same methods, had the same definitions and were used in the same way. They also had the same names, with the addition of _VV. The weights used for winter weekdays were VIKT_K_VV, VIKT_H_VV, VIKT_VV and VIKT_VV_DAG.

6.6 Measures to improve quality

Non-sampling error is the total effect of errors arising in conjunction with measurement and collection. For example, this could occur because a respondent did not understand the question(s), did not want to provide certain information or because the interviewer registered an incorrect value.

National travel surveys such as RES 2005-2006 place rather high demands on respondents. The duration of RES interviews was longer than many other such surveys (the average interview took 23.5 minutes). Accordingly, this was a somewhat exhausting experience, particularly for respondents with an extensive amount of travel on the day of survey or long-distance journeys. That has a tendency to affect one's ability to remember certain details. Furthermore, there is a certain risk that the respondent will then choose not to report their travel.

In order to prevent the negative effect that this could have on the quality of data, SIKA has successively developed the method used in these surveys. This applies primarily to the methods used during interviews for registration and geocoding of addresses, questionnaire methods that facilitate the interview process and adapting the material that is sent out to respondents. These methods are described in brief, below.

Geocoding

The interview system enabled registration and geocoding of addresses in an integrated, dynamic manner. The address question was coupled to a geocoded register of Swedish addresses and other known locations. This provided the interviewer with support in registering answers. The register contained nearly all

Swedish addresses in existence. Furthermore, the interviewer obtained feedback as soon as adequate information to enable geocoding had been registered (see the attachment *RES 2005- 2006 Redovisning av adressinsamling* for more information about geocoding). This provided numerous advantages over the prior methods used in national travel surveys, when addresses were coded afterwards. Periodically, more detailed information is required in order to resolve any misunderstanding. Once the interview has been concluded, it is no longer possible to collect such information. If a unique SAMS-code[1] for a particular address still could not be located during the actual interview, then an attempt was made afterwards to code the address manually.

The use of this method has resulted in a much higher level of quality in geocoding as compared to prior national travel surveys. The results from RES 2005-2006 are presented in the following tables.

Table 6.4: The number of trips, including work-related road traffic and movements outside the ordinary traffic environment subsequent to geocoding of both starting and ending points.

	Trips: End point					
	SAMS-coded	Only municipality code	Could not be geocoded	Abroad	Don't know/refuse to answer/information not available	Total
Trips: Starting point						
SAMS-code	77,853	112	93	102	1,186	79,346
Only municipality code	100	5	0	0	14	119
Could not be geocoded	92	0	11	0	2	105
Abroad	125	0	1	15	5	146
Don't know/refuse to answer/information not available	1,200	2	2	2	108	1 314
Total	79,370	119	107	119	1,315	81,030

[1] SAMS = Small Area Market Statistics. Sweden is divided into 9,000 such areas.

Table 6.5: The number of long-distance journeys within Sweden subsequent to geocoding by municipality of both starting and ending points.

	Trips: End point				
	Munci-pality code	Only county code	Could not be geo-coded	Don't know/refuse to answer/infor-mation not available	Total
Trips: Starting point					
Municipality code	40,432	8	36	99	40,575
Only county code	7	0	0	0	7
Could not be geocoded	38	0	1	0	39
Don't know/refuse to answer/information not available	55	0	0	1	56
Total	40,532	8	37	100	40,677

Table 6.6: Number of long-distance trips subsequent to geocoding, with starting point in Sweden and ending point in a foreign country (including journeys across national borders).

	Trips: End point			
	Country coded	Could not be geocoded	Don't know	Total
Trips: Starting point				
County coded	5,546	19	2	5,567
Could not be geocoded	7	0	0	7
Don't know	1	0	0	1
Total	5,554	19	2	5,575

Regarding trips made on the day of survey in Sweden, it was possible to assign a unique SAMS code to 98% of the starting and ending points. This is a marked improvement over RES 1999-2001, when this figure was 89%. The percentage was even higher for long-distance trips within Sweden. It was possible to assign a municipality code to nearly 100% of the starting and ending points. In nearly 100% of all instances, it was also possible to assign codes to long-distances trips that started in Sweden and had a foreign destination point. The starting point was coded at the county level and the destination point at the country level.

Questionnaire methods

The questionnaire included instructions that guided the interviewer through the process by prompting them with information about which questions to ask. Both questions and answers could contain text variations that were automatically adapted to prior answers. This prevented the input of unfeasible answers.

Material sent to survey participants

Material was sent to the homes of individuals who were selected to participate in the survey a few days before the scheduled interview. The material was intended to prepare them for the survey. Accordingly, the interviewee knew in advance which reference periods would apply to information regarding their travel and movements that was to be collected for survey purposes. Furthermore, making note of the reference periods in note-taking material helped facilitate the interview process. As of 1 January 2006, the package also included a pen that was intended as a small gift, thanking participants in advance for their participation. This made it easier for them to remember that they had received the information about the survey.

The material that was sent to participants had been tested in prior communications surveys through quality tests and by sending different material to various subgroups. The results of these tests showed that the design of such materials impacted not only the percentage of answers received but also the accuracy and completeness of the answers that were provided.

Information regarding journal usage for RES 2005-2006 is provided in Table 6.7. Approximately 36% of those who traveled on the day of survey used the journal to take notes on the movements that they made on that day. This was approximately the same percentage as in the prior travel survey. A higher percentage of participants used the journal in the communications survey. However, it is difficult to compare journal usage between the two surveys, because the communications survey included a personal introduction via telephone.

Table 6.7: Usage of the journal to take notes on movements made on the day of survey.

	RES 2005-2006	*RES 1999-2001*
Don't know/refuse to answer/information not available	0	9
Did not travel on day of survey	4,759	3,139
Yes, fully	7,341	4,830
Yes, partly	844	518
No, not at all	14,703	8,723
Total	27,647	17,219

Journal usage and adaptation of the interview questionnaire are important quality aspects of travel surveys because this may influence the accuracy of information that is collected regarding travel made on the day of survey. The number of actual trips and stages made by the population can likely be regarded as stable during the short period of time between 1999 and 2006. Accordingly, the number of registered trips and stages per person is used as a measure of accuracy to map out travel on the day of survey. As the table shows, slightly more trips and stages were registered per person and day in RES 2005–2006 as compared to RES 1999–2001.

Table 6.8: The number of registered trips and stages per person and day for RES 2005–2006 compared to RES 1999–2001 for persons who traveled on the day of survey.

	Trips	*Stages*
RES 2005-2006	3,54	4,51
RES 1999-2001	3,45	4,22

Attachments RES 2005–2006

RES 2005–2006 Tables Attachment **(Tabellbilaga)*:*** The tables attachment shows the main results from the survey. The attachment is quite extensive in scope. As such, only certain tables were selected for presentation in the report. The complete tables attachment, in Swedish, is available at SIKA's website (www.sika-institute.se).

RES 2005–2006 Categorization: In the presentation of results, purpose of travel, mode of travel and regions have been categorized. This attachment shows all of the categories that were used in the report.

RES 2005–2006 Förenklat frågeformulär **(Simplified questionnaire, in Swedish)*:*** This attachment provides a simplified version of the questionnaire that was used for RES 2005-2006.

RES 2005–2006 Intervjuarinstruktioner **(Instructions for the interviewer, in Swedish)*:*** This attachment provides all of the explanations and instructions that were available to interviewers during the survey. This attachment includes more detailed information than the section *Important definitions and questionnaire content*. It is available at SIKA's website, www.sika-institute.se.

RES 2005–2006 Redovisning av adressinsamling **(Presentation of how address information was collected, in Swedish)*:*** This attachment provides a step-by-step description of how address information was collected for the survey. Almost the same presentation is available in English in the report *KOM The national communications survey*.

RES 2005–2006 Redovisning av geokodning **(Presentation of geocoding, in Swedish)*:*** This attachment explains how address information that was collected for the survey was coded according to geographic area. Almost the same presentation is available in English in the report *KOM The national communications survey*.

RES 2005–2006 Utskicksmaterial **(Material sent to respondents, in Swedish)*:*** This attachment shows the information letter that was sent prior to the interview to persons selected for the survey. It is available in the Swedish report.

RES 2005–2006 The National Travel Survey

Tables Attachment

Movements per day on the day of survey

Journeys

Table 1. Number of journeys by to mode of travel and background variables, in thousands

	Car, driver	Car, pass-enger	Bus	Subway, tram	Railway	Air	Bicycle	By foot	Other mode of travel	Don't know/ Refuse to answer/In-formation not available	**Total**
Sex											
Men	3,200	696	376	151	127	23	654	1,356	190	50	6,823
Women	2,006	1,180	505	207	167	13	593	1,786	111	47	6,615
Age											
6 to 14 years	0	572	149	17	9	0	231	477	68	10	1,533
15 to 24 years	356	335	302	96	78	6	224	470	66	13	1,945
25 to 34 years	922	204	107	101	65	5	194	470	36	16	2,120
35 to 44 years	1,320	194	86	53	52	9	174	402	34	14	2,338
45 to 54 years	1,103	187	89	44	41	7	165	450	42	20	2,148
55 to 64 years	1,007	192	94	32	39	8	179	441	38	11	2,041
65 to 74 years	361	124	33	10	6	1	61	273	8	10	888
75 to 84 years	136	68	23	5	3	0	19	158	9	5	425
County of residence											
Stockholm County	810	308	267	268	139	12	132	707	71	25	2,740
Uppsala County	152	66	38	1	17	1	56	116	9	3	459
Södermanland County	169	58	19	0	8	1	33	100	6	1	396
Östergötland County	255	91	36	4	11	1	73	162	9	4	646
Jönköping County	232	75	33	0	5	1	57	126	13	3	544
Kronoberg County	112	35	14	0	1	1	35	63	7	2	270
Kalmar County	138	54	14	0	5	1	43	72	14	1	342
Gotland County	27	14	4	0	0	0	7	21	6	1	79

	Car, driver	Car, pass-enger	Bus	Subway, tram	Railway	Air	Bicycle	By foot	Other mode of travel	Don't know/ Refuse to answer/In-formation not available	**Total**
Blekinge County	100	38	8	0	1	0	14	44	7	2	214
Skåne County	667	246	117	1	52	6	231	349	29	19	1,716
Halland County	201	58	17	0	7	2	50	79	13	3	429
Västra Götaland County	884	325	146	78	30	4	192	524	51	16	2,249
Värmland County	185	62	23	0	2	0	37	98	8	2	417
Örebro County	164	63	19	0	4	0	53	97	8	2	410
Västmanland County	157	62	19	0	4	0	52	86	8	2	390
Dalarna County	190	65	17	1	1	0	27	91	8	3	402
Gävleborg County	168	61	21	0	6	0	40	85	11	3	395
Västernorrland County	173	65	23	0	1	1	15	83	6	1	367
Jämtland County	82	25	7	0	0	1	13	48	5	2	183
Västerbotten County	155	54	19	1	1	1	53	111	6	2	403
Norrbotten County	182	49	21	0	1	2	34	79	7	2	378
Could not geocode the address	3	2	1	0	0	0	1	1	0	0	9
Municipality groupings (SALAR categories)											
Large cities	561	210	189	284	66	7	177	599	49	22	2,162
Suburban municipalities	765	294	182	61	102	10	110	418	45	16	2,002
Larger cities	1,492	556	253	6	57	10	459	908	67	22	3,828
Commuter municipalities	421	132	54	2	25	3	79	180	17	5	917
Sparsely populated municipalities	203	65	16	1	2	0	24	87	11	5	413
Manufacturing municipalities	378	128	34	0	9	1	102	209	26	4	892
Other municipalities, more than 25,000 residents	771	298	94	2	20	4	182	434	51	14	1,869
Other municipalities, 12,500 to 25,000 residents	436	137	39	0	11	1	88	225	21	6	963
Other municipalities, less than 12,500 residents	178	57	20	1	3	1	25	81	15	3	382
Could not geocode the address	3	2	1	0	0	0	1	1	0	0	10
Total	**5,205**	**1,877**	**881**	**358**	**294**	**35**	**1,247**	**3,142**	**301**	**98**	**13,439**
Total in sample	16,822	6,382	3,207	1,425	1,100	119	3,964	10,969	998	319	45,305

Table 2. Number of journeys by purpose with confidence intervals, in thousands

	Business, work and study-related	Service and shopping	Leisure	Other purpose	Don't know/ Refuse to answer/ Information not available	**Total**
Car, driver	2,786 ± 84	1,229 ± 46	899 ± 37	291 ± 25	0 ± 0	5,205 ± 103
Car, passenger	534 ± 33	377 ± 23	797 ± 32	169 ± 17	1 ± 1	1,877 ± 53
Bus	669 ± 38	71 ± 10	114 ± 12	27 ± 6	0 ± 1	881 ± 41
Subway, tram	253 ± 22	33 ± 6	62 ± 9	10 ± 3	0 ± *	358 ± 25
Railway	213 ± 21	13 ± 4	51 ± 8	17 ± 5	0 ± *	294 ± 23
Air	18 ± 5	0 ± *	12 ± 4	6 ± 2	0 ± *	35 ± 7
Bicycle	782 ± 48	144 ± 17	289 ± 22	32 ± 7	0 ± *	1,247 ± 58
By foot	974 ± 48	614 ± 30	1,441 ± 51	111 ± 15	1 ± 1	3,142 ± 80
Other mode of travel	158 ± 20	22 ± 6	108 ± 13	13 ± 4	0 ± *	301 ± 26
Don't know/Refuse to answer/ Information not available	23 ± 6	31 ± 7	32 ± 7	11 ± 4	0 ± *	98 ± 12
Total	**6,410 ± 110**	**2,535 ± 62**	**3,806 ± 74**	**685 ± 36**	**3 ± 2**	**13,439 ± 130**

*Could not calculate the confidence interval, at most only one observation in the cell.

Table 3. Start times for journeys distributed over the 24-hour period, in thousands

	Business, work and study-related	Service and shopping	Leisure	Other purpose	Don't know/Refuse to answer/ Information not available	**Total**
04:00-04:59	28	1	4	0	0	33
05:00-05:59	176	2	11	7	1	198
06:00-06:59	613	14	40	8	0	675
07:00-07:59	1,208	58	79	25	0	1,370
08:00-08:59	597	113	143	38	0	891
09:00-09:59	214	171	229	47	0	660
10:00-10:59	135	301	287	69	0	792
11:00-11:59	156	295	304	53	0	808
12:00-12:59	275	247	332	48	0	902
13:00-13:59	281	223	272	50	1	827
14:00-14:59	402	219	258	60	0	939
15:00-15:59	566	185	230	52	0	1,034
16:00-16:59	802	180	277	50	0	1,309
17:00-17:59	396	192	369	42	0	999
18:00-18:59	167	130	376	42	0	715
19:00-19:59	79	78	222	25	0	404
20:00-20:59	69	46	152	26	0	294
21:00-21:59	85	24	78	11	0	198
22:00-22:59	45	10	42	6	0	102
23:00-23:59	24	5	24	3	0	56
00:00-00:59	12	1	4	1	0	17
01:00-01:59	4	0	0	0	0	4
02:00-02:59	5	2	1	0	0	8
03:00-03:59	6	1	0	0	0	7
Don't know/Refuse to answer/ Information not available	66	37	71	21	0	195
Total	**6,410**	**2,535**	**3,806**	**685**	**3**	**13,439**
Total in sample	22,032	8,398	12,572	2,293	10	45,305

Table 4. The average distance traveled on journeys by mode of travel and background variables, in kilometers

	Car, driver	Car, pass-enger	Bus	Subway, tram	Railway	Air	Bicycle	By foot	Other mode of travel	Don't know/ Refuse to answer/ Information not available	**Total**
Sex											
Men	33	39	25	14	129	1,389	4	2	29	19	30
Women	24	41	27	13	94	1,737	3	2	35	17	24
Age											
6 to 14 years	**	31	13	14	93	8,002	3	1	9	**	16
15 to 24 years	29	39	25	14	87	997	4	2	17	15	25
25 to 34 years	30	47	20	12	169	1,956	4	2	57	**	30
35 to 44 years	27	47	31	13	91	1,509	4	3	58	**	30
45 to 54 years	30	45	34	13	93	1,380	4	3	38	14	29
55 to 64 years	32	49	31	12	85	1,551	4	2	36	30	31
65 to 74 years	35	52	57	18	73	2,880	5	3	33	**	28
75 to 84 years	24	34	39	14	243	750	4	2	26	**	20
Municipality groupings (SALAR categories)											
Large cities	27	40	17	13	102	1,828	4	2	43	11	24
Suburban municipalities	30	39	22	16	46	1,397	4	2	44	14	30
Larger cities	29	40	23	7	117	1,575	4	2	20	24	26
Commuter municipalities	28	44	32	32	73	1,512	3	2	35	**	29
Sparsely populated municipalities	38	48	35	17	219	**	6	2	9	**	30
Manufacturing municipalities	30	42	33	29	179	1,736	3	2	17	**	26
Other municipalities, more than 25,000 residents	31	38	41	19	137	1,297	4	2	26	32	27
Other municipalities, 12,500 to 25,000 residents	28	42	55	**	617	1,103	3	2	51	**	31
Other municipalities, less than 12,500 residents	32	41	31	5	238	451	4	2	24	**	27
Could not geocode the address	89	210	11	18	77	**	3	2	0	**	82
Total	**30**	**41**	**26**	**13**	**109**	**1,510**	**4**	**2**	**31**	**18**	**27**
Total in sample	16,620	6,251	3,082	1,311	1,030	104	3,841	10,656	925	9	43,829

**Average value could not be calculated, no observation in the cell.

Table 5. The average distance traveled on journeys by mode of travel and purpose, in kilometers

	Business, work and study-related	Service and shopping	Leisure	Other purpose	Don't know/ Refuse to answer/ Information not available	**Total**
Car, driver	24	24	49	51	108	30
Car, passenger	21	37	53	52	11	41
Bus	19	18	74	43	6	26
Subway, tram	11	15	20	23	**	13
Railway	60	140	174	533	**	109
Air	1,143	**	2,369	1,141	**	1,510
Bicycle	3	3	6	6	**	4
By foot	1	2	3	2	1	2
Other mode of travel	23	18	38	90	**	31
Don't know/Refuse to answer/ Information not available	18	13	25	**	**	18
Total	**21**	**19**	**37**	**61**	**19**	**27**
Total in sample	21,548	8,169	11,918	2,185	9	43,829

**Average value could not be calculated, no observation in the cell.

Table 6. The average travel time for journeys by mode of travel and background variables, in minutes

	Car, driver	Car, pass-enger	Bus	Subway, tram	Railway	Air	Bicycle	By foot	Other mode of travel	Don't know/ Refuse to answer/ Information not available	**Total**
Sex											
Men	41	50	53	56	102	288	23	30	63	63	42
Women	35	55	60	53	109	327	21	31	69	113	42
Age											
6 to 14 years	**	41	36	66	118	276	22	19	37	128	31
15 to 24 years	37	51	53	54	99	241	21	27	47	61	42
25 to 34 years	37	59	53	50	108	368	20	30	76	14	41
35 to 44 years	35	57	60	55	99	313	20	32	79	79	40
45 to 54 years	38	61	61	54	103	282	21	33	80	61	42
55 to 64 years	41	63	69	48	100	314	23	34	96	54	45
65 to 74 years	52	71	128	76	191	326	35	40	115	730	55
75 to 84 years	45	53	85	64	254	300	36	44	73	54	50
Municipality groupings (SALAR categories)											
Large cities	42	56	52	53	108	320	26	33	90	66	46
Suburban municipalities	42	52	57	54	77	276	24	30	72	43	45
Larger cities	38	52	53	42	125	351	22	31	58	84	40
Commuter municipalities	35	54	61	58	94	265	18	31	41	205	39
Sparsely populated municipalities	40	58	53	152	179	**	23	28	38	**	40
Manufacturing municipalities	36	56	72	**	162	306	19	27	38	730	38
Other municipalities, more than 25,000 residents	38	52	68	40	123	264	21	31	66	52	41
Other municipalities, 12,500 to 25,000 residents	36	53	71	720	174	310	18	29	87	**	40
Other municipalities, less than 12,500 residents	40	49	43	93	219	240	25	32	49	**	41
Could not geocode the address	87	147	24	94	85	**	16	47	0	**	80
Total	**39**	**53**	**57**	**54**	**106**	**302**	**22**	**31**	**65**	**86**	**42**
Total in sample	16,546	6,246	3,149	1,394	1,085	103	3,875	10,782	952	37	44,169

**Average value could not be calculated, no observation in the cell.

Table 7. The average travel time for journeys by purpose and mode of travel, in minutes

	Business, work and study-related	Service and shopping	Leisure	Other purpose	Don't know/ Refuse to answer/ Information not available	**Total**
Car, driver	30	36	64	60	94	39
Car, passenger	30	51	68	61	17	53
Bus	44	66	121	82	30	57
Subway, tram	43	64	89	76	**	54
Railway	77	171	174	227	**	106
Air	277	**	364	251	**	302
Bicycle	16	22	39	28	**	22
By foot	16	25	43	32	32	31
Other mode of travel	37	40	105	122	**	65
Don't know/Refuse to answer/ Information not available	48	30	181	99	**	86
Total	**30**	**37**	**61**	**62**	**35**	**42**
Total in sample	21,688	8,087	12,194	2,190	10	44,169

**Average value could not be calculated, no observation in the cell.

Trips

Table 10. Number of trips by purpose and background variables, in thousands

	Business, work and study-related	Service and shopping	Leisure	Other purpose	Don't know/Refuse to answer/Information not available	**Total**
Men	3,970	3,227	3,687	659	6	11,548
Women	3,238	3,960	3,676	686	3	11,563
Total	**7,208**	**7,186**	**7,363**	**1,345**	**10**	**23,112**
Total in sample	24,722	23,877	24,335	4,527	34	77,495

Stages

Table 12. The average distance traveled for stages by purpose of the trip and with confidence intervals, in kilometers

	Business, work and study-related	Service and shopping	Leisure	Other purpose	Don't know/Refuse to answer/ Information not available	**Total**
Car, driver	19 ± 1	10 ± 1	22 ± 2	24 ± 3	7 ± 5	17 ± 1
Car, passenger	16 ± 2	16 ± 1	25 ± 2	29 ± 4	12 ± 8	21 ± 1
Bus	14 ± 1	7 ± 1	25 ± 5	24 ± 9	6 ± *	16 ± 1
Subway, tram	7 ± 0	6 ± 1	7 ± 1	7 ± 1	5 ± 0	7 ± 0
Railway	47 ± 6	53 ± 22	93 ± 20	113 ± 35	** ± *	64 ± 7
Air	873 ± 167	2,842± 3,276	2,103 ± 576	1,575 ± 1,385	** ± *	1,340 ± 311
Bicycle	3 ± 0	2 ± 0	3 ± 0	3 ± 2	2 ± *	3 ± 0
By foot	1 ± 0	0 ± 0	1 ± 0	1 ± 0	1 ± 1	1 ± 0
Other mode of travel	14 ± 5	8 ± 3	19 ± 4	29 ± 13	** ± *	16 ± 3
Don't know/Refuse to answer/ Information not available	16 ± 13	5 ± 3	12 ± 12	2 ± *	** ± *	12 ± 7
Total	**12 ± 1**	**7 ± 1**	**15 ± 1**	**24 ± 6**	**6 ± 2**	**12 ± 1**

*Could not calculate the confidence interval, at most only one observation in the cell.
**Average value could not be calculated, no observation in the cell.

Table 14. Totals for distance traveled for stages by mode of travel and sex (in thousands of kilometers for an average day)

	Car, driver	Car, pass-enger	Bus	Subway, tram	Railway	Air	Bicycle	By foot	Other mode of travel	Don't know/ Refuse to answer/ Information not available	**Total**
Men	107,905	27,315	9,297	2,079	11,034	32,121	2,781	3,823	5,785	44	202,184
Women	50,478	48,293	13,638	2,677	14,644	21,328	2,030	4,950	3,239	17	161,295
Total	**158,383**	**75,609**	**22,935**	**4,756**	**25,677**	**53,449**	**4,811**	**8,774**	**9,024**	**61**	**363,479**
Total in sample	30,978	12,099	5,370	2,857	1,489	133	5,898	37,386	1,792	14	98,016

Table 15. Totals for distance traveled by car with respondent as driver, by number of passengers and purpose (in thousands of kilometers for an average day)

	Business, work and study-related	Service and shopping	Leisure	Other purpose	Don't know/Refuse to answer/ Information not available	**Total**
No passengers	53,242	15,982	14,756	7	7,037	91,022
1 passenger	6,572	14,366	16,573	24	4,674	42,208
2 passengers	1,132	4,056	5,348	0	1,327	11,863
3 passengers	378	2,021	5,752	0	807	8,958
4 passengers	207	463	1,634	0	225	2,530
5-7 passengers	56	92	840	0	36	1,024
8 or more passengers	0	0	240	0	92	332
Information not available	221	51	127	2	44	445
Total	**61,808**	**37,030**	**45,271**	**32**	**14,241**	**158,383**
Total in sample	10,743	11,817	6,443	11	1,964	30,978

Travel by person and day

Table 17. Traveled/did not travel on an average day by background variables

	Traveled	Did not travel	Don't know/Refuse to answer/Information not available	**Total**
Sex				
Men	3,433	666	14	4,114
Women	3,388	717	8	4,113
Age				
6 to 14 years	791	135	5	931
15 to 24 years	967	168	5	1,140
25 to 34 years	1,008	128	3	1,139
35 to 44 years	1,115	169	2	1,286
45 to 54 years	994	159	3	1,156
55 to 64 years	1,028	194	1	1,223
65 to 74 years	591	201	1	793
75 to 84 years	327	230	2	559
County of residence				
Stockholm County	1,437	272	3	1,712
Uppsala County	227	50	1	278
Södermanland County	196	40	1	236
Östergötland County	320	57	1	378
Jönköping County	256	45	0	301
Kronoberg County	129	31	1	161
Kalmar County	172	40	1	213
Gotland County	43	9	0	53
Blekinge County	111	27	0	138
Skåne County	874	180	4	1,058
Halland County	215	44	1	260
Västra Götaland County	1,152	232	3	1,387
Värmland County	202	47	1	249

	Traveled	Did not travel	Don't know/Refuse to answer/Information not available	**Total**
Örebro County	204	42	1	247
Västmanland County	194	45	0	238
Dalarna County	206	45	1	251
Gävleborg County	211	41	1	252
Västernorrland County	184	39	0	223
Jämtlands County	98	16	1	115
Västerbotten County	197	37	1	235
Norrbotten County	188	44	1	233
Could not geocode the address	6	2	0	8
The individual's type of employment				
Self-employed	415	84	2	500
Full-time employee	2,715	315	5	3,035
Part-time employee	611	79	1	691
Works in own home (including those on parental leave)	103	25	1	130
Retired (includes early retirement)	1,093	504	3	1,599
Student	1,542	265	10	1,817
Unemployed	194	65	0	259
Participating in labor market measures (not studies)	22	3	0	25
Military conscript	3	2	1	6
Other employment	120	39	1	160
Don't know/Refuse to answer/Information not available	3	2	0	5
Transportation service by taxi or special vehicle?				
Transportation service by taxi	70	57	0	127
Transportation service by special vehicle	4	12	0	16
Transportation service by both taxi and special vehicle	18	32	0	50
No transportation service	6,704	1,271	21	7,996
Don't know/Refuse to answer/Information not available	24	13	1	37
Total	**6,821**	**1,384**	**22**	**8,227**
Total in sample	22,975	4,608	64	27,647

Table 18. Average distance traveled and average travel time by background variables (excluding air travel)

	Distance traveled, in kilometers	Travel time, in minutes
Sex		
Men	45	72
Women	34	69
The individual's type of employment		
Self-employed	62	81
Full-time employee	52	80
Part-time employee	41	76
Works in own home (including those on parental leave)	26	62
Retired (includes early retirement)	23	57
Student	30	63
Unemployed	27	60
Participating in labor market measures (not studies)	34	68
Military conscript	37	76
Other employment	31	61
Don't know/Refuse to answer/Information not available	17	47
Stage of life		
Child 6 to 14 years old, living at home	25	54
Youth 15 to 24 years old, living at home	37	70
Youth 15 to 24 years old, no longer living at home	44	75
Childless, 25 to 44 years old	47	79
Parents of children 0 to 6 years old	42	70
Parents of children 7 to 18 years old	52	80
Childless, 45 to 64 years old	45	77
Retired	23	56
Information not available	44	77
Total	**40**	**70**

Table 19. The average distance traveled per person by public transportation and by car, in kilometers

	Car (excl. taxi)	Public transportation (bus, subway, tram, train)	Other mode of travel, excl. air travel	Don't know/Refuse to answer/Information not available	**Total**
Sex					
Men	33	6	6	0	45
Women	24	7	3	0	34
County of residence					
Stockholm County	22	9	5	0	36
Uppsala County	30	9	5	0	44
Södermanland County	35	5	4	0	44
Östergötland County	31	7	4	0	42
Jönköping County	36	5	6	0	46
Kronoberg County	32	5	3	0	40
Kalmar County	31	9	2	0	43
Gotland County	20	4	10	0	34
Blekinge County	32	3	4	0	38
Skåne County	27	6	4	0	37
Halland County	36	5	4	0	45
Västra Götaland County	28	6	5	0	39
Värmland County	32	2	7	0	41
Örebro County	30	5	4	0	39
Västmanland County	27	4	6	0	36
Dalarna County	30	5	3	0	38
Gävleborg County	32	10	5	0	46
Västernorrland County	35	6	6	0	47
Jämtland County	27	3	3	0	33
Västerbotten County	30	4	6	0	39
Norrbotten County	32	6	3	0	41
Could not geocode the address	85	6	1	0	92
Total	**28**	**7**	**5**	**0**	**40**

Long-distance journeys and journeys abroad per year

Long-distance journeys

Table 22. Number of long-distance journeys by mode of travel and background variables, in thousands

	Air	Ship	Railway	Bus	Car, driver	Car, passenger	Other mode of travel	Don't know/ Refuse to answer/ Information not available	**Total**
Sex									
Men	4,278	795	3,717	2,184	22,827	5,975	571	158	40,506
Women	3,450	860	4,239	2,545	7,896	12,674	237	158	32,060
Age									
6 to 14 years	423	193	378	412	0	4,253	44	10	5,714
15 to 24 years	867	157	1,849	1,329	1,770	2,744	46	52	8,813
25 to 34 years	1,420	199	1,689	651	5,224	2,446	173	61	11,863
35 to 44 years	1,648	208	1,438	459	6,972	2,284	184	56	13,249
45 to 54 years	1,556	304	1,118	562	6,485	2,244	155	47	12,470
55 to 64 years	1,414	309	1,072	543	6,640	2,764	103	50	12,895
65 to 74 years	307	227	286	531	2,932	1,420	70	28	5,802
75 to 84 years	93	59	126	241	700	494	33	12	1,759
Total	**7,728**	**1,656**	**7,957**	**4,729**	**30,723**	**18,649**	**808**	**316**	**72,565**
Total in sample	4,159	712	2,994	1,714	9,574	6,344	244	116	25,857

Table 23. Destination point in Sweden or foreign country (long-distance journeys, in thousands)

	In Sweden	Abroad	Refuse to answer/ Information not available	**Total**
Business, work and study-related	17,009	2,228	46	19,283
Service and shopping	3,522	257	6	3,785
Leisure	32,185	7,445	79	39,709
Other purpose	8,907	282	10	9,199
Journeys by crew	206	81	0	286
Don't know/Refuse to answer/Information not available	168	31	103	302
Total	**61,996**	**10,324**	**245**	**72,565**
Total in sample	20,856	4,917	84	25,857

Long-distance journeys within Sweden

Table 24. Number of long-distance journeys within Sweden by primary mode of travel and destination point, in thousands

	Air	Ship	Railway	Bus	Car, driver	Car, passenger	Other mode of travel	Don't know/ Refuse to answer/Infor-mation not available	**Total**
Stockholm County	1,202	117	2,209	1,019	4,257	2,049	76	59	10,986
Uppsala County	55	5	217	66	880	472	17	3	1,716
Södermanland County	7	23	217	77	1,012	523	20	10	1,888
Östergötland County	6	0	387	106	1,455	876	30	4	2,863
Jönköping County	14	0	173	122	1,182	784	39	10	2,324
Kronoberg County	33	0	115	29	826	396	4	0	1,402
Kalmar County	26	10	152	116	1,087	681	34	1	2,107
Gotland County	37	215	5	10	69	91	17	4	449
Blekinge County	24	0	38	48	719	358	1	2	1,191
Skåne County	211	0	1,043	280	2,631	1,598	45	14	5,822
Halland County	31	0	180	113	1,351	959	21	7	2,662
Västra Götaland County	186	2	1,327	658	5,180	2,764	80	13	10,210
Värmland County	22	0	129	137	806	485	2	4	1,586
Örebro County	5	0	272	97	856	574	15	5	1,822
Västmanland County	7	0	142	36	814	426	3	9	1,436
Dalarna County	25	0	226	275	1,384	1,240	73	9	3,232
Gävleborg County	11	0	269	114	965	691	34	9	2,092
Västernorrland County	57	0	78	177	817	546	27	3	1,705
Jämtland County	59	0	119	89	844	641	18	1	1,772
Västerbotten County	139	0	48	240	798	539	25	29	1,818
Norrbotten County	175	0	115	106	980	427	38	15	1,856
Round-trip without any particular destination	59	23	77	8	119	126	110	5	527
Could not geocode the address	0	0	2	0	9	8	3	0	23
Don't know	1	3	7	2	21	36	6	0	76
Total	**2,394**	**397**	**7,548**	**3,924**	**29,059**	**17,287**	**739**	**217**	**61,565**
Total in sample	1,208	122	2,865	1,359	8,990	5,853	223	79	20,699

Table 28. Long-distance journeys between Stockholm County, Västra Götaland County and Skåne County, by mode of travel and purpose of journey, in thousands
(round-trip journeys are counted as two journeys)

	Railway	Bus	Air	Car, driver	Car, passenger	Other mode of travel	Don't know/ Information not available	**Total**
Stockholm - Västra Götaland								
Business, work and study-related	417	26	590	253	54	0	0	1,339
Service and shopping	12	6	2	31	23	0	0	73
Leisure	495	134	109	553	461	10	0	1,761
Other purpose	19	0	23	114	47	29	6	238
Information not available	0	0	0	3	0	0	0	3
Total	**944**	**168**	**721**	**951**	**587**	**39**	**6**	**3,416**
Total in sample	254	41	189	257	160	8	1	910
Stockholm – Skåne								
Business, work and study-related	190	2	569	39	8	0	0	807
Service and shopping	12	0	2	12	12	0	0	38
Leisure	296	80	180	298	278	6	2	1,140
Other purpose	40	11	33	46	21	2	0	156
Journeys by crew	0	0	42	0	0	0	0	42
Information not available	0	0	0	0	0	0	10	10
Total	**539**	**93**	**825**	**397**	**321**	**8**	**14**	**2,195**
Total in sample	153	19	215	124	77	2	3	593
Västra Götaland – Skåne								
Business, work and study-related	187	32	0	448	68	0	0	736
Service and shopping	0	4	0	46	12	6	0	68
Leisure	195	156	0	740	731	0	10	1,830
Other purpose	11	6	0	106	67	0	4	194
Information not available	0	0	0	0	0	0	6	6
Total	**392**	**198**	**0**	**1,340**	**878**	**6**	**20**	**2,832**
Total in sample	58	24	0	178	121	1	3	385

Table 30. Primarily over-night accommodation alternatives (long-distance journeys within Sweden, in thousands)

	1–5 nights	6-10 nights	11-31 nights	Does not apply (did not stay overnight)	Trips ending in the primary destination point for the journey (no overnight stay)	Travel between primary points of destination/ return, without overnight stay	Journeys by crew	Don't know/ Refuse to answer/ Infor-mation not available	**Total**
Hotel, motel, guesthouse	5,337	126	17	0	0	0	0	7	5,487
Conference/course facility	421	27	9	0	0	0	0	5	462
With relatives or friends	13,071	1,133	280	0	0	0	0	116	14,600
In own cottage, apartment	1,363	152	45	0	0	0	0	31	1,591
Cottage/apartment rented via agency	585	310	5	0	0	0	0	3	904
Cottage/apartment private rental	584	230	42	0	0	0	0	5	860
Cabin at campgrounds	254	37	5	0	0	0	0	0	295
Camper/caravan at campgrounds	813	99	34	0	0	0	0	18	964
Camper/caravan not at campgrounds	360	37	3	0	0	0	0	0	399
Tent on campgrounds	228	21	0	0	0	0	0	0	249
Tent, not on campgrounds	94	14	0	0	0	0	0	0	109
Room at boarding house	77	7	5	0	0	0	0	0	90
Youth hostel	533	13	0	0	0	0	0	0	546
In leisure boat (docked)	98	0	7	0	0	0	0	2	107
Onboard ship, train, plane or in car	62	0	0	0	0	0	0	0	62
School, barracks/dormitory, camp	328	5	20	0	0	0	0	6	359
Other	673	36	6	0	0	0	0	5	720
Does not apply (did not stay overnight)	0	0	0	1,868	0	0	0	4	1,872
Trips ending in the primary destination point for the journey (no overnight stay)	0	0	0	0	61,363	0	0	0	61,363
Travel between primary points of destination/return, without overnight stay	0	0	0	0	0	26,473	0	0	26,473
Journeys by crew	0	0	0	0	0	0	263	0	263
Don't know/Refuse to answer/ Information not available	0	0	0	0	0	0	0	210	210
Total	**24,881**	**2,246**	**478**	**1,868**	**61,363**	**26,473**	**263**	**412**	**117,984**
Total in sample	9,366	1,012	182	802	20,608	7,843	113	138	40,064

Journeys abroad

Table 31. Number of long-distance journeys by destination point abroad and mode of travel, with confidence intervals (including journeys across national border, in thousands)

	Air	Ship	Railway	Bus	Car, driver	Car, passenger	Other mode of travel	Don't know/ Refuse to answer/ Information not available	**Total**
Denmark	170 ± 49	421 ± 171	1,178 ± 515	151 ± 50	899 ± 250	840 ± 188	55 ± 55	60 ± 33	3,774 ± 632
Finland	176 ± 48	881 ± 103	21 ± 16	137 ± 37	534 ± 266	257 ± 112	30 ± 24	78 ± 101	2,113 ± 330
Norway	200 ± 49	11 ± 10	42 ± 22	113 ± 39	543 ± 205	355 ± 91	19 ± 16	103 ± 181	1,386 ± 302
Germany	317 ± 71	69 ± 28	14 ± 12	190 ± 47	242 ± 57	201 ± 49	0 ± 0	0 ± 0	1,033 ± 117
Spain	755 ± 80	0 ± 0	0 ± 0	17 ± 12	4 ± 5	3 ± 5	4 ± 6	1 ± 2	783 ± 81
United Kingdom	508 ± 68	13 ± 12	0 ± 0	5 ± 6	0 ± 0	5 ± 7	0 ± 0	2 ± 5	534 ± 70
France	283 ± 51	0 ± 0	2 ± 5	27 ± 15	21 ± 14	37 ± 19	0 ± 0	2 ± 4	372 ± 58
Greece	318 ± 58	0 ± 0	0 ± 0	3 ± 5	0 ± 0	4 ± 6	0 ± 0	2 ± 4	328 ± 59
Italy	251 ± 47	0 ± 0	3 ± 6	33 ± 20	20 ± 14	8 ± 8	0 ± 0	4 ± 7	320 ± 54
USA	234 ± 45	0 ± 0	0 ± 0	0 ± 0	0 ± 0	2 ± 0	0 ± 0	0 ± 0	236 ± 45
Turkey	214 ± 44	0 ± 0	0 ± 0	0 ± 0	2 ± 5	0 ± 0	0 ± 0	0 ± 0	217 ± 45
Estonia	45 ± 18	101 ± 29	3 ± 5	14 ± 11	3 ± 5	6 ± 9	0 ± 0	13 ± 15	186 ± 40
Austria	87 ± 28	0 ± 0	7 ± 8	36 ± 17	18 ± 15	13 ± 11	0 ± 0	7 ± 11	167 ± 40
Thailand	160 ± 34	0 ± 0	0 ± 0	0 ± 0	0 ± 0	0 ± 0	0 ± 0	1 ± 2	161 ± 34
The Netherlands	81 ± 26	7 ± 14	0 ± 0	15 ± 13	16 ± 12	7 ± 8	0 ± 0	0 ± 0	126 ± 35
Other countries	1,419 ± 123	56 ± 27	14 ± 12	72 ± 26	60 ± 27	55 ± 23	2 ± 4	13 ± 11	1,690 ± 134
Could not be geocoded	20 ± 24	1 ± 3	0 ± 0	5 ± 7	37 ± 31	6 ± 7	0 ± 0	2 ± 4	71 ± 41
Don't know/ Refuse to answer/ Information not available	12 ± 14	0 ± 0	0 ± 0	5 ± 10	7 ± 10	5 ± 7	0 ± 0	0 ± 0	29 ± 21
Total	**5,250 ± 253**	**1,561 ± 206**	**1,285 ± 516**	**822 ± 100**	**2,407 ± 427**	**1,803 ± 245**	**110 ± 63**	**289 ± 212**	**13,527 ± 823**

*Could not calculate the confidence interval, at most only one observation in the cell.

Table 37. Primary over-night accommodation alternatives (long-distance trips with destination abroad, including journeys across national borders, in thousands)

	1-5 nights	6-10 nights	11-31 nights	Does not apply (did not stay overnight)	Trips ending in the primary destination point for the journey (no overnight stay)	Travel between primary points of destination/ return, without overnight stay	Journeys by crew	Don't know/ Refuse to answer/ Infor-mation not available	**Total**
Hotel, motel, guesthouse	3,585	1,554	604	0	0	0	0	46	5,789
Conference/course facility	22	8	0	0	0	0	0	0	31
With relatives or friends	1,257	449	274	0	0	0	0	32	2,012
In own cottage, apartment	97	67	41	0	0	0	0	2	207
Cottage/apartment rented via agency	152	132	31	0	0	0	0	0	315
Cottage/apartment private rental	112	94	49	0	0	0	0	0	255
Cabin at campgrounds	50	6	1	0	0	0	0	0	58
Camper/caravan at campgrounds	89	15	11	0	0	0	0	0	115
Camper/caravan not at campgrounds	41	6	1	0	0	0	0	1	49
Tent on campgrounds	64	10	0	0	0	0	0	0	74
Tent, not on campgrounds	7	7	0	0	0	0	0	0	15
Room at boarding house	28	2	13	0	0	0	0	0	44
Youth hostel	132	16	5	0	0	0	0	0	153
In leisure boat (docked)	34	7	2	0	0	0	0	19	63
Onboard ship, train, plane or in car	96	5	3	0	0	0	0	0	103
School, barracks/dormitory, camp	37	5	10	0	0	0	0	0	53
Other	49	24	13	0	0	0	0	7	94
Does not apply (did not stay overnight)	0	0	0	491	0	0	0	0	491
Trips ending in the primary destination point for the journey (no overnight stay)	0	0	0	0	13,418	0	0	0	13,418
Travel between primary points of destination/return, without overnight stay	0	0	0	0	0	4,886	0	0	4,886
Journeys by crew	0	0	0	0	0	0	216	0	216
Don't know/Refuse to answer/ Information not available	0	0	0	0	0	0	0	54	54
Total	**5,853**	**2,410**	**1,058**	**491**	**13,418**	**4,886**	**216**	**163**	**28,494**
Total in sample	2,845	1,195	546	228	5,509	1,361	115	59	11,858

Table 38. Terminals in Sweden that received the most visitors (long-distance trips, in thousands)

	Number of journeys to the terminal	Number of journeys from the terminal	**Number of journeys to or from the terminal*** **
Arlanda Airport, Sigtuna	4,174	4,143	8,317
Stockholm Central Station/City Terminal/T-Centralen	3,228	3,181	6,409
Gothenburg Central Station	1,588	1,617	3,205
Malmö Central Station	1,510	1,457	2,967
Landvetter Airport, Härryda	1,100	1,102	2,202
Malmö Sturup Airport, Svedala	658	635	1,293
Other terminals	17,487	17,228	34,715
Don't know/Refuse to answer/Information not available	116	120	236
Not applicable	117,775	118,153	
Total	**147,636**	**147,636**	
Total in sample	52,311	52,311	

***Show the number of trips the started or ended in each respective terminal. This is comprised of the sum of the previous two columns and as such, is only relevant for journeys between terminals.

Individuals

Table 39. Number of persons by total number of long-distance journeys during an average month and background variables, in thousands

	No journeys	1 journey	2 – 3 journeys	4 – 10 journeys	11 or more journeys	Don't know/ Refuse to answer/ Information not available	**Total**
Men	2,316	1,056	494	167	19	61	4,114
Women	2,428	1,107	431	90	7	50	4,113
Total	**4,744**	**2,163**	**925**	**257**	**26**	**112**	**8,227**
Total in sample	16,243	7,151	2,974	821	90	368	27,647

Table 40. Number of persons by total number of journeys abroad during the last 12 months and background variables (including journeys by crew, in thousands of people)

	No journeys	1 journey	2 -3 journeys	4 -10 journeys	11 or more journeys	Don't know/ Refuse to answer	**Total**
Men	1,524	1,115	873	463	93	46	4,114
Women	1,611	1,160	897	353	50	44	4,113
Total	**3,135**	**2,274**	**1,770**	**816**	**143**	**89**	**8,227**
Total in sample	10,590	7,739	6,008	2,556	439	315	27,647

Cars and public transportation

Table 41. Typical travel by car as either driver or passenger, by background variables (in thousands of people)

	4-7 days per week (daily or almost daily basis)	1-3 days per week (one or a few days per week)	1-3 days per month (one or a few days per week)	Less often	Never	Don't know/ Refuse to answer/ Information not available	Total
Men	2,522	1,107	274	142	23	45	4,114
Women	1,992	1,434	414	189	28	57	4,113
Total	**4,514**	**2,541**	**688**	**331**	**51**	**102**	**8,227**
Total in sample	14,781	8,708	2,403	1,213	188	354	27,647

Table 42. Typically travel by public transportation, (local) bus, subway, tram, commuter train, etc., by background variables (in thousands of people)

	4-7 days per week (daily or almost daily basis)	1-3 days per week (one or a few days per week)	1-3 days per month (one or a few days per week)	Less often	Never	Don't know/ Refuse to answer/ Information not available	Total
Men	606	450	553	1,275	1,187	43	4,114
Women	791	587	621	1,146	914	54	4,113
Total	**1,397**	**1,037**	**1,174**	**2,421**	**2,100**	**97**	**8,227**
Total in sample	5,097	3,609	4,012	7,916	6,674	339	27,647

Table 43. Traveled by car (including taxi) as the driver or passenger or traveled by public transportation (bus, subway, tram, train) during an average day (in thousands of people)

	Traveled by public transportation	Did not travel by public transportation	Information not available	**Total**
Traveled by car	397	3,991	0	4,388
Did not travel by car	726	3,091	0	3,817
Information not available	0	0	22	22
Total	**1,123**	**7,081**	**22**	**8,227**
Total in sample	4,133	23,450	64	27,647

Table 44. Number of cars in use for the household by size of household (in thousands of households)

	0 cars	1 car	2 cars	3 cars	4 cars	5 cars	6 cars	7 cars or more	Don't know/ Refuse to answer/ Information not available	**Total**
1 person	749	726	37	4	1	1	1	0	0	1,519
2 persons	184	856	329	30	5	3	1	1	3	1,412
3 persons	51	250	137	27	4	3	0	1	1	473
4 persons	21	239	216	26	5	1	0	0	1	510
5 persons	7	74	76	9	2	0	0	0	0	170
6 or more persons	4	21	20	4	1	0	0	0	0	50
Don't know/Refuse to answer/ Information not available	1	3	1	0	0	0	0	0	9	15
Total	**1,017**	**2,170**	**815**	**100**	**18**	**7**	**3**	**3**	**15**	**4,149**
Total in sample	4,614	14,379	7,388	935	172	47	19	26	67	27,647

Table 46. Possession of pass or discount coupons for regional and local public transportation by background variables (in thousands of people)

	Have a pass or discount coupons	Do not have a pass or discount coupons	Don't know/Refuse to answer/ Information not available	**Total**
Sex				
Men	1,108	2,997	8	4,114
Women	1,500	2,603	11	4,113
Age				
6 to 14 years	262	667	2	931
15 to 24 years	599	539	2	1,140
25 to 34 years	405	733	1	1,139
35 to 44 years	346	937	3	1,286
45 to 54 years	312	841	3	1,156
55 to 64 years	342	877	4	1,223
65 to 74 years	208	581	3	793
75 to 84 years	133	425	1	559
Total	**2,608**	**5,600**	**19**	**8,227**
Total in sample	9,319	18,262	66	27,647

Tele/videoconferencing used for work or study purposes

Table 52. Number of teleconferences for work-related purposes (only persons who are gainfully employed, in thousands)

	At least one teleconference	No teleconferences	Children 6-14 were not asked	Don't know/Refuse to answer/Information not available	**Total**
Men	284	2,081	0	38	2,403
Women	132	1,995	0	27	2,155
Total	**417**	**4,076**	**1**	**65**	**4,558**
Total in sample	1,395	13,347	2	222	14,966

Table 53. Number of videoconferences for work-related purposes (only persons who are gainfully employed, in thousands)

	At least one videoconference	No videoconferences	Children 6-14 were not asked	Don't know/Refuse to answer/Information not available	**Total**
Men	56	2,311	0	36	2,403
Women	29	2,099	0	27	2,155
Total	**85**	**4,410**	**1**	**62**	**4,558**
Total in sample	273	14,476	2	215	14,966

Table 54. Number of teleconferences for study-related purposes (only students, in thousands)

	At least one teleconference	No teleconferences	Children 6-14 were not asked	Don't know/Refuse to answer/Information not available	**Total**
Men	6	486	474	5	971
Women	8	573	447	12	1,039
Total	**14**	**1,059**	**920**	**17**	**2,010**
Total in sample	42	3,586	3,521	56	7,205

Table 55. Number of videoconferences for study-related purposes (only students, in thousands)

	At least one videoconference	No videoconferences	Children 6-14 were not asked	Don't know/Refuse to answer/Information not available	**Total**
Men	6	484	474	6	971
Women	6	576	447	10	1,039
Total	**12**	**1,061**	**920**	**17**	**2,010**
Total in sample	36	3,595	3,521	53	7,205

Table 56. Average number of tele/videoconferences during a month (only for people who participate in at least one teleconference or videoconference, respectively)

	Teleconferences	Videoconferences
Men	5.2	3.6
Women	4.0	2.5
Total	**4.8**	**3.2**
Total in sample	1,433	309

Telework and work while traveling

Table 57. Number of persons who teleworked by background variables (only persons who were gainfully employed, in thousands)

	Teleworked	Never telework	Gainfully employed, but work is not suitable for teleworking	Don't know/Refuse to answer/Information not available	**Total**
Sex					
Men	270	1,890	216	27	2,403
Women	229	1,850	55	20	2,155
Age					
6 to 14 years	0	1	0	0	1
15 to 24 years	12	421	27	5	465
25 to 34 years	105	766	56	9	936
35 to 44 years	158	891	63	14	1,125
45 to 54 years	120	836	62	8	1,026
55 to 64 years	95	745	58	10	907
65 to 74 years	9	75	5	2	91
75 to 84 years	1	5	0	0	6
Total	**499**	**3,740**	**271**	**48**	**4,558**
Total in sample	1,698	12,208	889	171	14,966

Table 58. Number of persons who teleworked by county, with confidence intervals (only persons who were gainfully employed, in thousands)

	Teleworked	Never telework	Gainfully employed, but work is not suitable for teleworking	Don't know/Refuse to answer/Information not available	**Total**
Stockholm County	160 ± 12	796 ± 19	58 ± 8	15 ± 4	1,029 ± 16
Uppsala County	18 ± 3	129 ± 7	11 ± 3	1 ± 1	159 ± 6
Södermanland County	12 ± 3	104 ± 6	10 ± 3	1 ± 1	128 ± 6
Östergötland County	18 ± 5	168 ± 10	8 ± 3	0 ± 1	194 ± 9
Jönköping County	12 ± 4	150 ± 8	11 ± 4	1 ± 1	174 ± 7
Kronoberg County	6 ± 3	74 ± 6	8 ± 4	1 ± 1	90 ± 5
Kalmar County	9 ± 4	92 ± 7	6 ± 3	0 ± 1	108 ± 7
Gotland County	3 ± 2	23 ± 3	1 ± 1	0 ± *	27 ± 3
Blekinge County	6 ± 3	65 ± 6	3 ± 2	2 ± 2	76 ± 5
Skåne County	69 ± 10	470 ± 18	28 ± 7	9 ± 4	576 ± 15
Halland County	18 ± 5	120 ± 8	9 ± 4	1 ± 1	147 ± 7
Västra Götaland County	73 ± 10	649 ± 20	49 ± 9	8 ± 3	779 ± 17
Värmland County	7 ± 3	111 ± 8	12 ± 4	0 ± *	130 ± 7
Örebro County	14 ± 3	110 ± 6	9 ± 2	2 ± 1	134 ± 5
Västmanland County	12 ± 3	104 ± 6	10 ± 3	1 ± 1	127 ± 5
Dalarna County	10 ± 4	109 ± 8	9 ± 4	1 ± 1	129 ± 7
Gävleborg County	11 ± 3	114 ± 6	7 ± 2	1 ± 1	132 ± 5
Västernorrland County	11 ± 4	91 ± 7	6 ± 3	1 ± 1	110 ± 7
Jämtland County	4 ± 2	56 ± 5	3 ± 2	1 ± 1	64 ± 5
Västerbotten County	13 ± 4	100 ± 8	8 ± 3	2 ± 1	123 ± 7
Norrbotten County	13 ± 4	101 ± 8	4 ± 2	0 ± *	118 ± 7
Could not geocode the address	1 ± 1	5 ± 2	0 ± *	0 ± *	6 ± 2
Total	**499 ± 24**	**3,740 ± 44**	**271 ± 19**	**48 ± 8**	**4,558 ± 37**

Table 60. Number of persons with an employer that allows teleworking by background variables (only persons who were gainfully employed, in thousands)

	Has employer approval	Does not have employer approval	Gainfully employed, but work is not suitable for teleworking	Workplace is in the home, does not telework	Self-employed	Don't know/Refuse to answer/ Information not available	**Total**
Men	377	1,434	166	12	360	54	2,403
Women	314	1,581	49	20	140	50	2,155
Total	**691**	**3,015**	**216**	**32**	**500**	**104**	**4,558**
Total in sample	2,294	9,855	702	106	1,675	334	14,966

Table 63. Number of full and partial workdays that respondent teleworked (only persons who are gainfully employed, in thousands)

	Less than once per month	1-5 days	6-10 days	11 or more days	Telework from home location	Gainfully employed, but work is not suitable for teleworking	Gainfully employed, does not telework	Don't know/ Refuse to answer/ Information not available	**Total**
Men	23	130	36	44	21	216	1,890	42	2,403
Women	21	117	29	42	9	55	1,850	32	2,155
Total	**45**	**246**	**65**	**85**	**31**	**271**	**3,740**	**74**	**4,558**
Total in sample	140	856	224	273	110	889	12,208	266	14,966

Table 67. Number of persons who worked while traveling by background variables (only persons who were gainfully employed, in thousands)

	Yes, while traveling to and from work	Yes, on business trips	Yes, while traveling to and from work and on business trips	No	Certain gainfully employed individuals were mistakenly not asked this question	Don't know/Refuse to answer/ Information not available	**Total**
Sex							
Men	65	210	111	1,900	84	34	2,403
Women	43	97	52	1,917	20	26	2,155
Age							
6 to 14 years	0	0	0	1	0	0	1
15 to 24 years	5	6	4	433	11	7	465
25 to 34 years	29	64	35	773	24	12	936
35 to 44 years	31	93	51	910	23	17	1,125
45 to 54 years	24	76	44	848	23	11	1,026
55 to 64 years	18	63	27	768	21	10	907
65 to 74 years	2	5	1	78	3	2	91
75 to 84 years	0	0	0	5	0	0	6
Total	**109**	**307**	**162**	**3,816**	**104**	**60**	**4,558**
Total in sample	387	992	557	12,479	343	208	14,966

Table 68. Number of days per month that respondent worked while traveling (only persons who were gainfully employed, in thousands)

	Less than once per month	1-5 days	6-10 days	11 or more days	Gainfully employed, but work is not suitable for teleworking	Certain gainfully employed individuals were mistakenly not asked this question	Don't know/ Refuse to answer/ Information not available	**Total**
Men	55	158	56	103	1,900	84	47	2,403
Women	40	91	20	33	1,917	20	34	2,155
Total	**95**	**249**	**77**	**136**	**3,816**	**104**	**81**	**4,558**
Total in sample	318	821	260	462	12,479	343	283	14,966

Internet

Table 72. Number of persons with access to the Internet from home by background variables, in thousands

	Access to the Internet from home	No access to the Internet from home	Don't know/Refuse to answer/ Information not available	**Total**
Sex				
Men	3,252	820	42	4,114
Women	3,062	1,002	49	4,113
Age				
6 to 14 years	849	79	3	931
15 to 24 years	995	133	12	1,140
25 to 34 years	974	153	12	1,139
35 to 44 years	1,141	129	16	1,286
45 to 54 years	982	163	12	1,156
55 to 64 years	913	296	14	1,223
65 to 74 years	366	414	13	793
75 to 84 years	93	456	10	559
Total	**6,314**	**1,822**	**91**	**8,227**
Total in sample	21,302	6,028	317	27,647

Table 73. Number of persons with a fixed Internet connection in the home by background variables, in thousands

	Access to a fixed Internet connection in the home	Does not have access to a fixed Internet connection in the home	No home Internet access, were not asked this question	Don't know/Refuse to answer/Information not available	**Total**
Men	2,455	786	823	48	4,114
Women	2,223	823	1,007	60	4,113
Total	**4,678**	**1,610**	**1,830**	**109**	**8,227**
Total in sample	15,897	5,316	6,057	377	27,647

Table 74. Number of persons with access to mobile equipment (privately or provided by employer) by sex and age, in thousands

	Access to mobile equipment	Does not have access to mobile equipment	Don't know/Refuse to answer/ Information not available	**Total**
Men	1,035	2,997	81	4,114
Women	778	3,236	100	4,113
Total	**1,813**	**6,233**	**181**	**8,227**
Total in sample	6,004	21,033	610	27,647

Table 75. Number of persons with access to mobile equipment paid form by the employer/company, in thousands

	Access to mobile equipment	Does not have access to mobile equipment	Not gainfully employed	Don't know/Refuse to answer/Information not available	**Total**
Men	399	1,965	1,711	39	4,114
Women	147	1,968	1,959	40	4,113
Total	**547**	**3,933**	**3,669**	**78**	**8,227**
Total in sample	1,830	12,873	12,681	263	27,647

Table 76. Number of persons who access the Internet from home for work-related purposes by background variables, in thousands

	Use the Internet from home for work-related purposes	Do not use the Internet from home for work-related purposes	No access to the Internet from home	Not gainfully employed	Don't know/Refuse to answer/Information not available	**Total**
Men	775	1,279	320	1,711	29	4,114
Women	550	1,274	310	1,959	20	4,113
Total	**1,325**	**2,553**	**630**	**3,669**	**50**	**8,227**
Total in sample	4,403	8,316	2,069	12,681	178	27,647

Table 77. Number of persons with a access to a work email address by background variables, in thousands

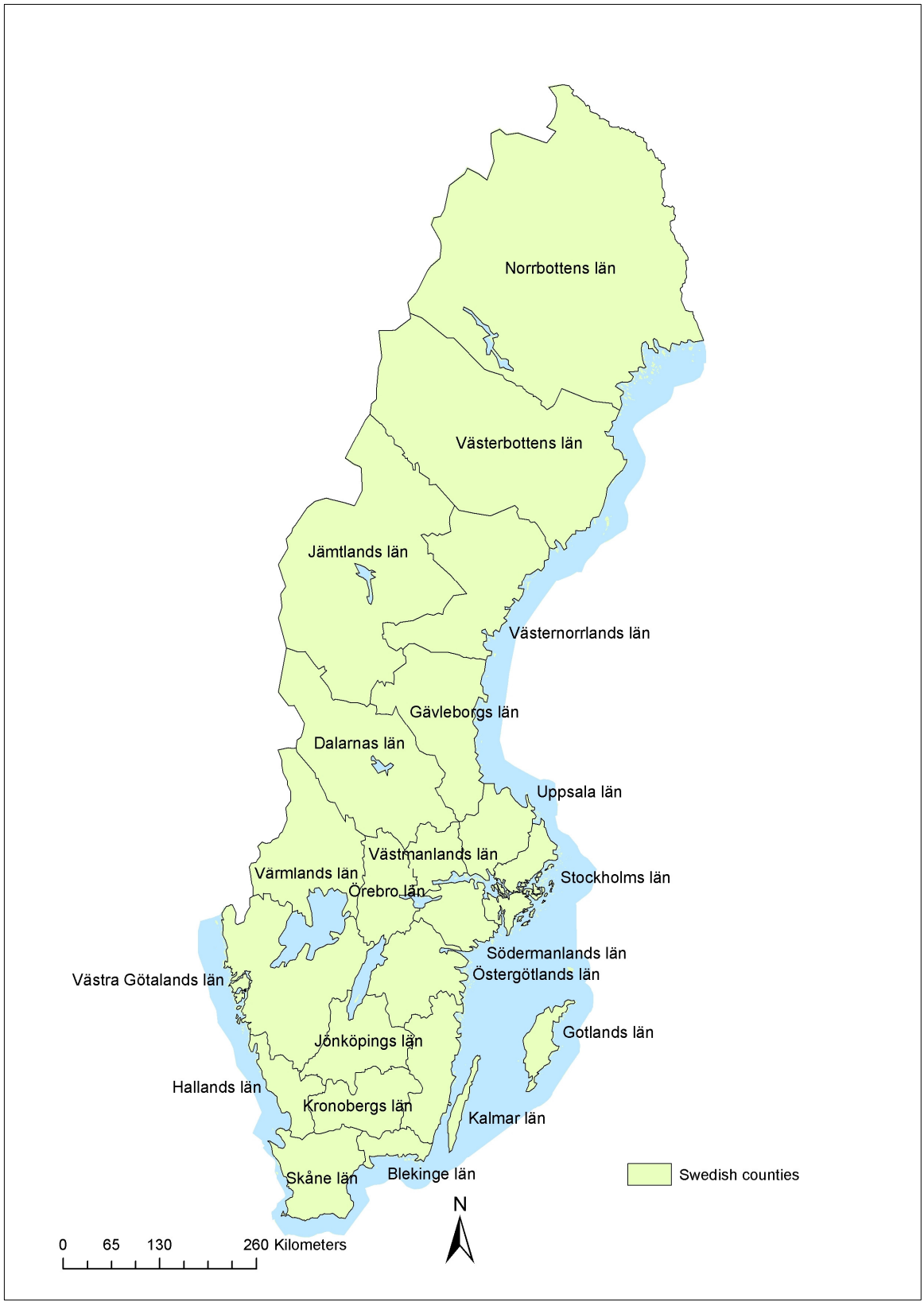
	Access to a work email address	Does not have access to a work email address	Not gainfully employed	No home Internet access, were not asked this question	Self-employed without regular workplace or workplace in the home	Don't know/ Refuse to answer/ Information not available	**Total**
Sex							
Men	1,223	662	1,711	298	183	36	4,114
Women	1,174	585	1,959	304	60	32	4,113
Socioeconomic group							
Worker, unskilled	169	525	0	175	32	18	919
Worker, skilled	242	380	0	133	52	10	817
Lower level salaried employee	349	74	0	78	18	6	525
Mid-level salaried employee	609	92	0	67	33	7	807
Higher level salaried employee/academic professional	517	23	0	46	25	8	618
Business owner, including farmers	4	7	0	5	39	0	55
Not gainfully employed	0	0	3,669	0	0	0	3,669
Information not available	508	148	0	98	45	19	817
Total	**2,398**	**1,248**	**3,669**	**602**	**243**	**68**	**8,227**
Total in sample	7,889	4,075	12,681	1,979	791	232	27,647

Table 82. Number of persons who access the Internet from home for study-related purposes, in thousands

	Use the Internet from home for study-related purposes	Do not use the Internet from home for study-related purposes	No home Internet access, were not asked this question	Not a student	Don't know/Refuse to answer/Information not available	**Total**
Men	513	365	85	3,143	8	4,114
Women	602	327	97	3,074	13	4,113
Total	**1,115**	**692**	**182**	**6,217**	**21**	**8,227**
Total in sample	3,926	2,577	626	20,442	76	27,647

RES 2005–2006 Categorization

Counties of Sweden



Municipality groupings by Swedish Association of Local Authorities and Regions (SALAR) (according to Statistics Sweden MIS 2007.1)

Large cities

Göteborg
Malmö
Stockholm

Suburban municipalities

Ale
Bollebygd
Botkyrka
Burlöv
Danderyd
Ekerö
Haninge
Huddinge
Håbo
Härryda
Järfälla
Kungsbacka
Kungälv
Lerum
Lidingö
Lilla Edet
Lomma
Mölndal
Nacka
Partille
Salem
Skurup
Sollentuna
Solna
Staffanstorp
Sundbyberg
Svedala
Tjörn
Tyresö
Täby
Upplands Väsby
Upplands-Bro
Vallentuna
Vaxholm
Vellinge
Värmdö
Öckerö
Österåker

Larger cities

Borås
Eskilstuna
Falun
Gävle
Halmstad
Helsingborg
Jönköping
Kalmar
Karlskrona
Karlstad
Kristianstad
Linköping
Luleå
Lund
Norrköping
Skellefteå
Sundsvall
Södertälje
Trollhättan
Umeå
Uppsala
Varberg
Västerås
Växjö
Örebro
Örnsköldsvik
Östersund

Commuter municipalities

Bjuv
Boxholm
Bromölla
Eslöv
Essunga
Forshaga
Gagnef
Gnesta
Grästorp
Habo
Hammarö
Höganäs
Hörby
Höör
Kil
Knivsta
Krokom
Kumla
Kungsör
Kävlinge
Lekeberg
Mullsjö
Munkedal
Mörbylånga
Norberg
Nykvarn
Nynäshamn
Orust
Sigtuna
Sjöbo
Stenungsund
Storfors
Svalöv
Säter
Söderköping
Timrå
Trosa
Vänersborg
Vännäs
Åstorp
Älvkarleby

Sparsely populated municipalities

Arjeplog
Arvidsjaur
Berg
Bjurholm
Bräcke
Dals-Ed
Dorotea
Gällivare
Härjedalen
Jokkmokk
Ljusdal
Lycksele
Malung
Malå
Nordmaling
Norsjö
Ockelbo
Orsa
Ovanåker
Pajala
Ragunda
Robertsfors
Rättvik
Sorsele
Storuman
Strömsund
Torsby
Vansbro
Vilhelmina
Vindeln
Ydre
Ånge
Åre
Årjäng
Åsele
Älvdalen
Älvsbyn
Överkalix
Övertorneå

Manufacturing municipalities

Alvesta
Emmaboda
Fagersta
Finspång
Gislaved
Gnosjö
Grums
Götene
Herrljunga
Hofors
Hylte
Laxå
Lessebo
Ljungby
Markaryd
Mönsterås
Nybro
Nässjö
Olofström
Osby
Oskarshamn
Oxelösund
Perstorp
Sotenäs
Surahammar
Svenljunga
Sävsjö
Tibro
Tranemo
Tranås
Ulricehamn
Uppvidinge
Vaggeryd
Vara
Vetlanda
Vårgårda
Värnamo
Älmhult
Örkelljunga
Östra Göinge

Other municipalities, more than 25,000 residents

Alingsås
Arvika
Boden
Bollnäs
Borlänge
Enköping
Falkenberg
Falköping
Gotland
Hudiksvall
Härnösand
Hässleholm
Karlshamn
Karlskoga
Katrineholm
Landskrona
Lidköping
Ludvika
Mark
Mjölby
Motala
Norrtälje
Nyköping
Piteå
Ronneby
Sandviken
Skövde
Strängnäs
Söderhamn
Trelleborg
Uddevalla
Västervik
Ystad
Ängelholm

Other municipalities, 12,500 to 25,000 residents

Arboga
Avesta
Båstad
Eksjö
Flen
Hagfors
Hallsberg
Hallstahammar
Heby
Hedemora
Hultsfred
Kalix
Kiruna
Klippan
Kramfors
Kristinehamn
Köping
Laholm
Leksand
Lindesberg
Lysekil
Mariestad
Mora
Sala
Simrishamn
Skara
Sollefteå
Sunne
Säffle
Sölvesborg
Tidaholm
Tierp
Tingsryd
Tomelilla
Vimmerby
Åmål
Östhammar

Other municipalities, less than 12,500 residents

Aneby
Askersund
Bengtsfors
Borgholm
Degerfors
Eda
Filipstad
Färgelanda
Gullspång
Haparanda
Hjo
Hällefors
Högsby
Karlsborg
Kinda
Ljusnarsberg
Mellerud
Munkfors
Nora
Nordanstig
Skinnskatteberg
Smedjebacken
Strömstad
Tanum
Torsås
Töreboda
Vadstena
Valdemarsvik
Vingåker
Åtvidaberg
Ödeshög

Purpose

Business, work and study-related
Home-work
Home-school
Business travel/travel as part of work
Study travel/travelling as part of studies

Leisure
Visiting relatives and friends (private)
Hobbies, playing music, study circle, course (private)
Restaurant, café (private)
Physical exercise and outdoor activities, e.g. sports, walking, etc. (private)
Entertainment and culture, party, concert, cinema, etc (private)
Participating in organisations, religious activity (private)
(Other) holiday trip (private)
Other leisure activity (private)

Service and shopping
Daily shopping (private)
Other shopping (private)
Health and medical care (private)
Post or bank business (private)
Booking tickets/appointments (private)
Childcare (collecting/leaving) (private)
Other service (private)
Giving a lift (accompanying)/collecting another person (private)
Taking part in or accompanying to children's leisure activity (private)

Other purpose
Other purpose (private)
Other purpose (unknown type)
Daily shopping (unknown type)
Other shopping (unknown type)
Post or bank business (unknown type)
Booking tickets/appointments (unknown type)
Other service (unknown type)
Giving a lift (accompanying)/collecting another person (unknown type)
Restaurant, café (unknown type)
Other leisure activity (unknown type)

Work-related road traffic
Work-related road traffic

Journeys by crew
Journeys by crew

Mode of travel for travel on day of survey

By foot
By foot

Bicycle
Bicycle

Air
Plane, business class, 1st class
Plane, tourist class, economy class
Plane, other
Plane, class not known
Plane, charter
Plane, journeys by crew

Railway
Train, business ticket or similar
Train, normal ticket
Train, low-price (advance purchase, weekend ticket or other reduction)
Train, card (annual card, monthly card)
Train, payment not known
Commuter train or suburban railway in Stockholm county
Train, journeys bu crew

Subway, tram
Subway
Tram

Bus
Local bus, regional bus
Long-distance bus
Charter bus
Other bus
Bus, type not known

Car, passenger
Car, passenger
Borrowed car, passenger
Hire car, passenger
Co-passenger's car, passenger
Other car, passenger
Employer's car, passenger
Car, passenger. Ownership not known

Car, driver
Car, driver
Borrowed car, driver
Hire car, driver
Co-passenger's car, driver
Other car, driver
Employer's car, driver
Car, driver. Ownership not known

Other mode of travel
Moped
Motorcycle
School bus
Leisure boat
Ship
Snow scooter
Tractor, work tool
Transportation service by taxi
Transportation service by special vehicle
Taxi (no transportation service), driver
Taxi (no transportation service), passenger
Truck, driver
Truck, passenger
Other mode of travel

Mode of travel for long-distance journeys

Air
Plane, business class, 1st class
Plane, tourist class, economy class
Plane, other
Plane, class not known
Plane, charter
Plane, journeys by crew

Ship
Ship

Railway
Train, business ticket or similar
Train, normal ticket
Train, low-price (advance purchase, weekend ticket or other reduction)
Train, card (annual card, monthly card)
Train, payment not known
Commuter train or suburban railway in Stockholm county
Train, journeys by crew

Bus
Local bus, regional bus
Long-distance bus
Charter bus
Other bus
Bus, type not known

Car, driver
Car, driver
Borrowed car, driver
Hire car, driver
Co-passenger's car, driver
Other car, driver
Employer's car, driver
Car, driver. Ownership not known

Car, passenger
Car, passenger
Borrowed car, passenger
Hire car, passenger
Co-passenger's car, passenger
Other car, passenger
Employer's car, passenger
Car, passenger. Ownership not known

Other mode of travel
By foot
Bicycle
Moped
Motorcycle
Subway
Tram
School bus
Leisure boat
Snow scooter
Tractor, work tool
Transportation service by taxi
Transportation service by special vehicle
Taxi (no transportation service), driver
Taxi (no transportation service), passenger
Truck, driver
Truck, passenger
Other mode of travel

SIKA is an agency working in the transport and communications sector. Our main tasks are to make analyses, descriptions of the current situation and other reports for the Government, to develop forecast and planning methods and to be responsible for the official statistics.

The reports are published in the series SIKA Rapport and SIKA PM. The statistics are published in the series SIKA Statistik. All publications are available on SIKA's website www.sika–institute.se

Swedish Institute for Transport and
Communications Analysis
Akademigatan 2, SE-831 40 Östersund
Phone +46 63-14 00 00
Fax +46 63-14 00 10
e-mail sika@sika-institute.se
Internet: www.sika-institute.se