

Time Use in Europe

Dimension - Attitudes

Associated Key Factor:

Attitude to time and speed

Data Source:

Multinational Time Use Study

Electronic International Journal of Time Use Research, See: <http://www.eijtur.org/>

Institute for Social and Economic Research

<http://www.iser.essex.ac.uk/mtus/index.php>

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General Availability:

Reporting unit: Individual

Reporting level: Country

Reporting period: regularly

Data available from 1965 to 2001

Availability by country:

1961 - 2000: United Kingdom

1965 - 2000: Belgium

1965 - 2001: Bulgaria

1965 - 1979: Czech Republic

1965 - 2000: Germany

1965 - 2001: Denmark

1965 - 1999: Hungary

1965 - 2001: Poland

1966 - 1998: France

1975 - 1995: Netherlands

1979 - 2000: Finland

1980 - 1989: Italy

1981 - 2000: Austria

1991 - 2000: Sweden

1997 - 1997: Greece

1999 - 1999: Estonia

2000 - 2000: Switzerland

2000 - 2000: Slovenia

The indicator:

Time Use in Europe

Description

The Data comes from participant diaries recorded for the research, and represents harmonised cross-national time use data. This includes data on time spent on travel to/from work or related to work; domestic related travel and other non-work travel.

How is it measured?

Data is from the Multi-national Time Use Study (MTUS). 150,000 diaries are collected from 80,000 diarists from 44 studies in 21 countries, of which 11 are in the EU-25. Austria, Belgium, Bulgaria, Denmark, Germany, France, Hungary, Italy, The Netherlands, Poland and UK

What are the advantages of the indicator?

Contains comparative data on a wide-range of topics, particularly ones that are relevant for attitudes to time and speed

What are the disadvantages of the Indicator?

Is about to be superseded by the Harmonised European Time Use Surveys project (HETUS) which will have data from 15 European countries. The data will become available through Eurostat towards the end of 2003.

What is the policy relevance of the indicator?

Besides transport, time use surveys are of relevance for studies of living and working conditions towards a better understanding of how patterns of time use affect lifestyle choices or vice-versa.

The Indicator is relevant for the following pathways of the FORESIGHT FOR TRANSPORT exercise:

	Transport Impact	External Determining Variable	Intermediate Variable	Contextual Information
Valorization of time and speed and daily mobility	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Valorization of time and speed and tourism/business travel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>