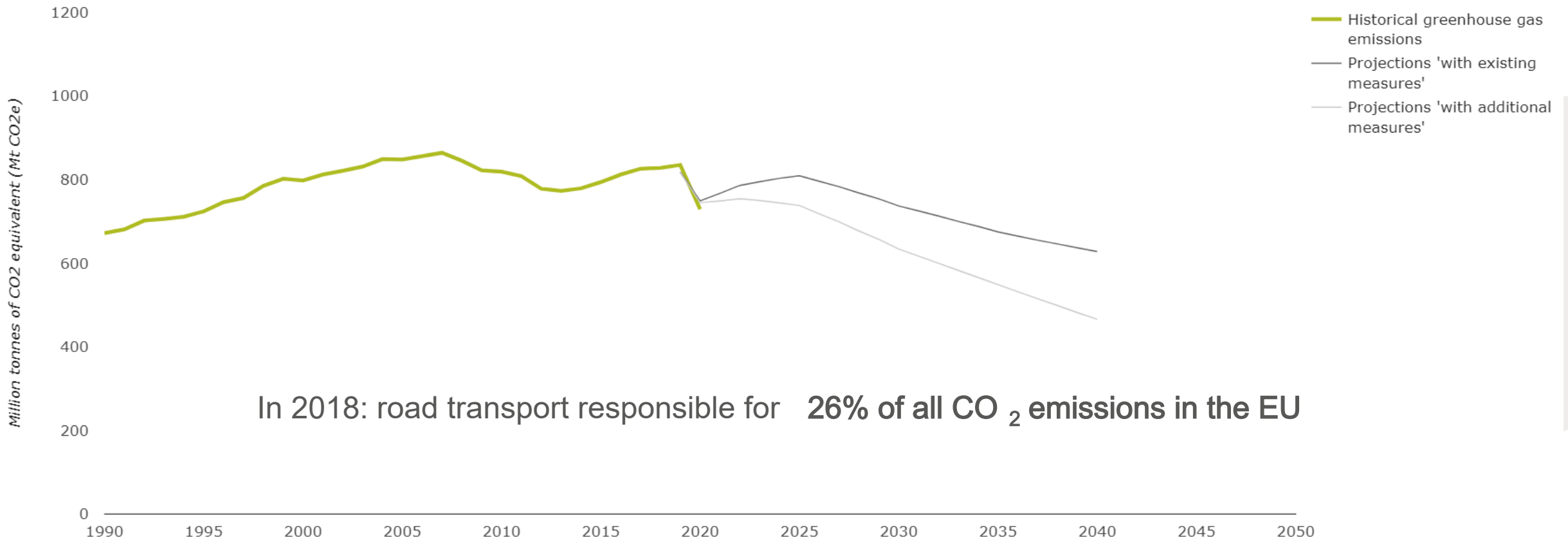


# Public Support and Transport Policy Packages – Evidence from Representative Surveys in Sweden & Germany

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# Motivation



In 2018: road transport responsible for **26% of all CO<sub>2</sub> emissions in the EU**

# Motivation

## Transportation habits difficult to change

- Often no one-off decisions
- People might stick with the status quo
- Motorized individual transport more convenient and time-saving
- Need for high-powered incentives (prices)

## Transportation policies need political support

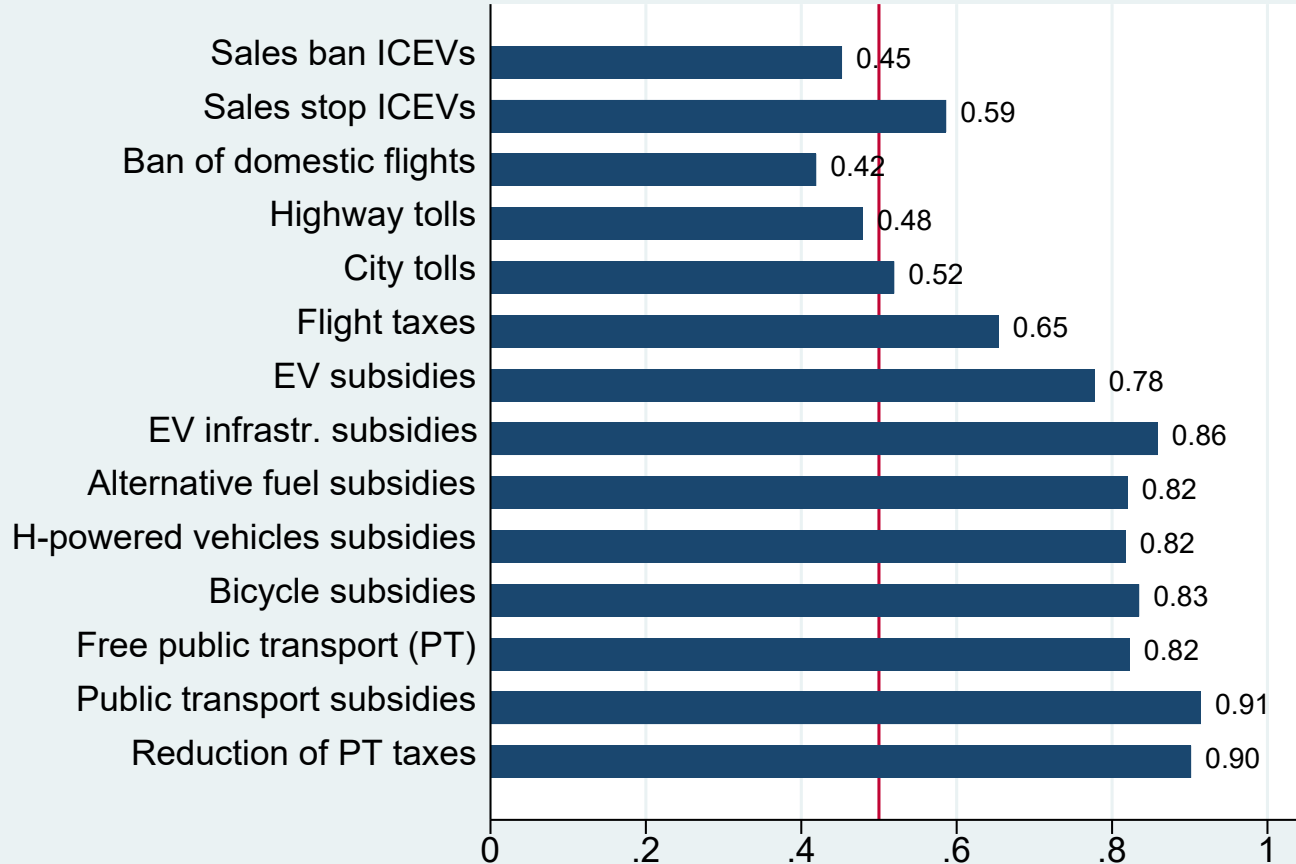
- How do Swedish and German citizens approve of different policy measures?

# The Survey(s)

- Carried out in Sweden and Germany in autumn /winter 2021/2022
- Representative online surveys, stratified on
  - Age
  - Gender
  - Education
  - Regional type (TERCET classification )
- Sample sizes:
  - Germany: 2,826 respondents
  - Sweden: 2,230 respondents

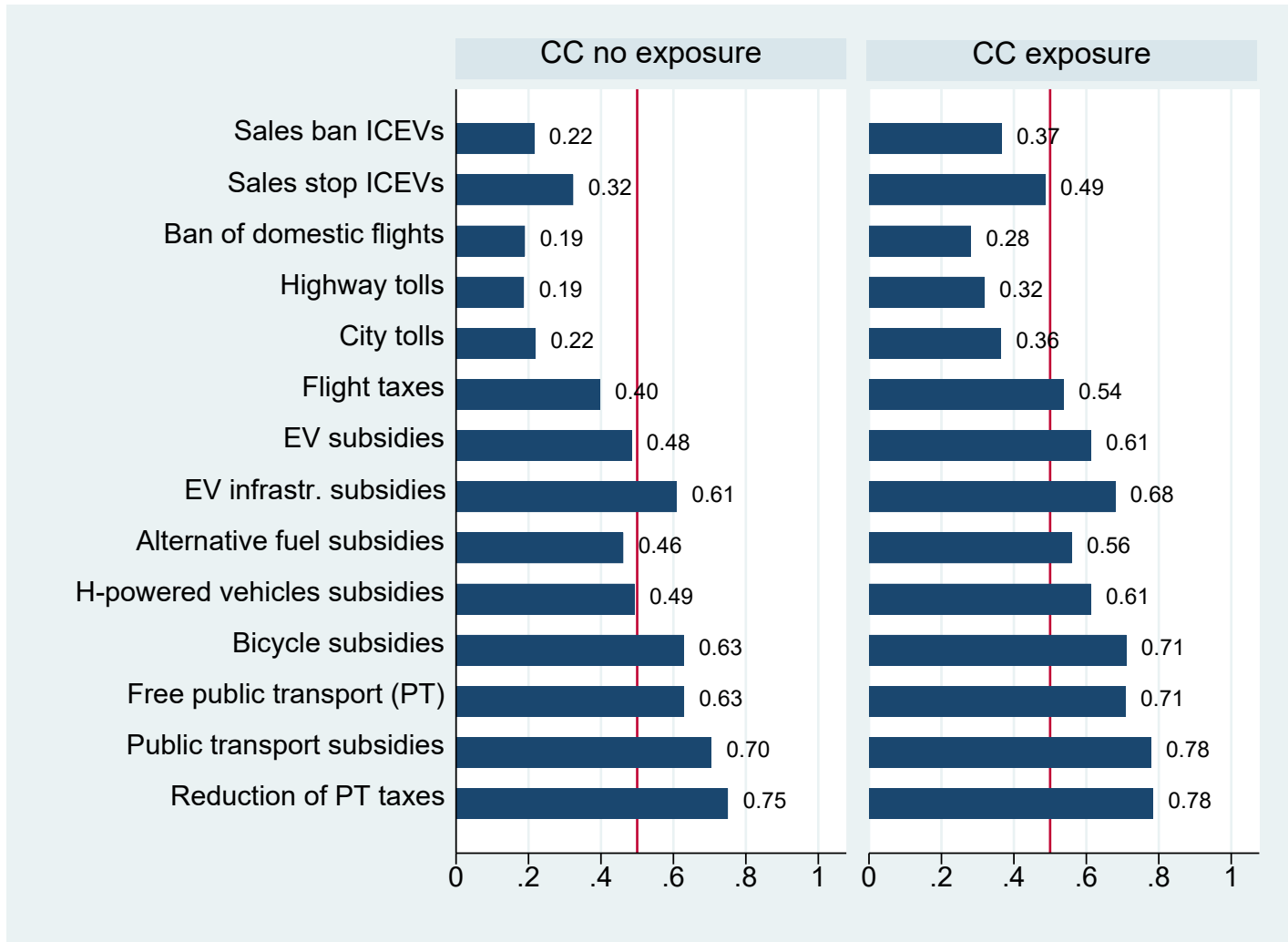
# Aggregate Results for SWEDEN

Share of supporters and undecided



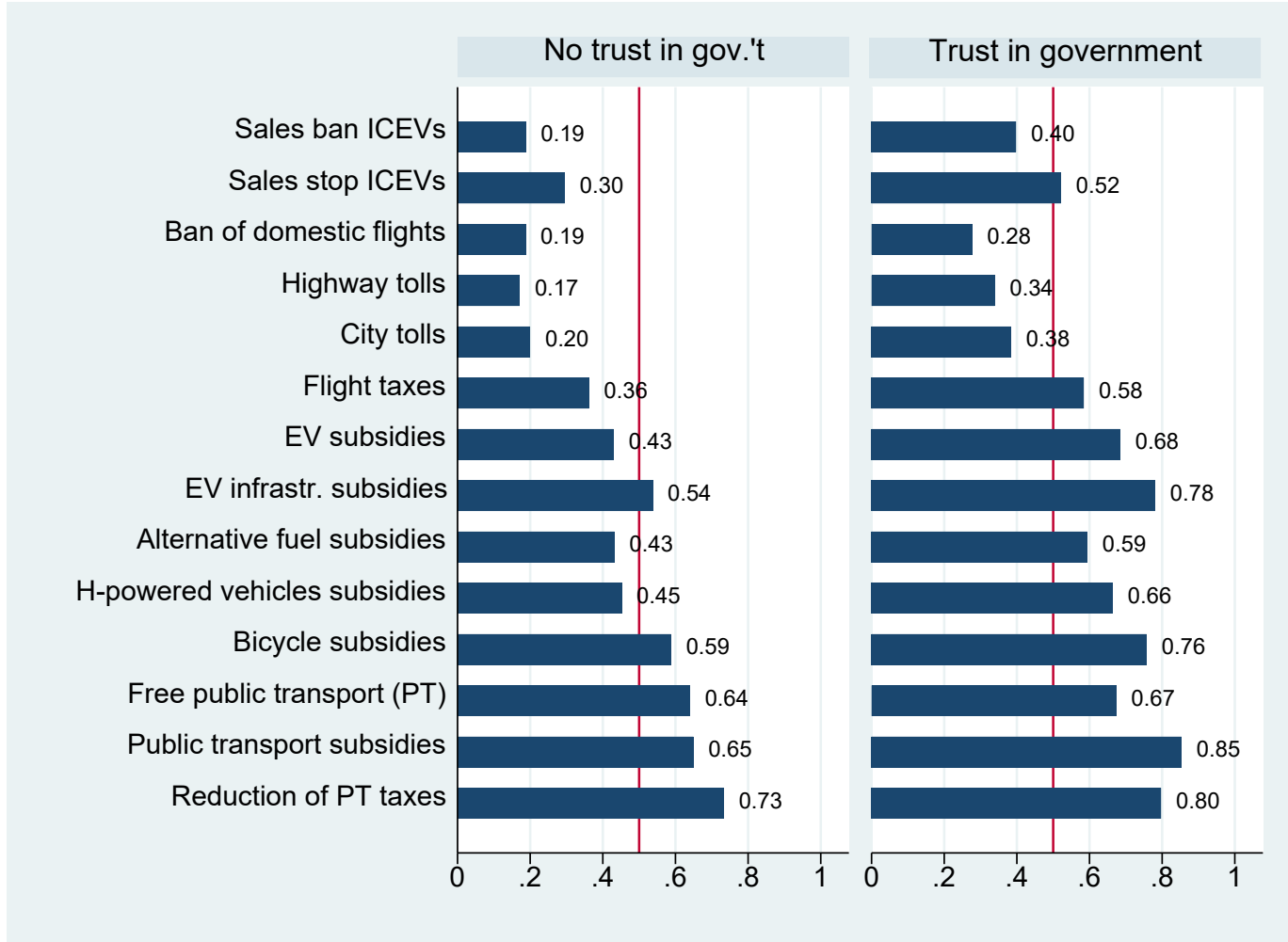
- Little support for sales ban or voluntary sales stop on fossil-fuel vehicles
  - Government target : 2030
- Little support for ban of domestic flights
- Very little support for (increase in) tolls
- Some support for tax on flights
- Subsidies much more popular, particularly on public transport and bicycle infrastructure
- 15 – 35% undecided → wooing them might have a large effect

# Support by „Perceived exposure to Climate Change (CC)“



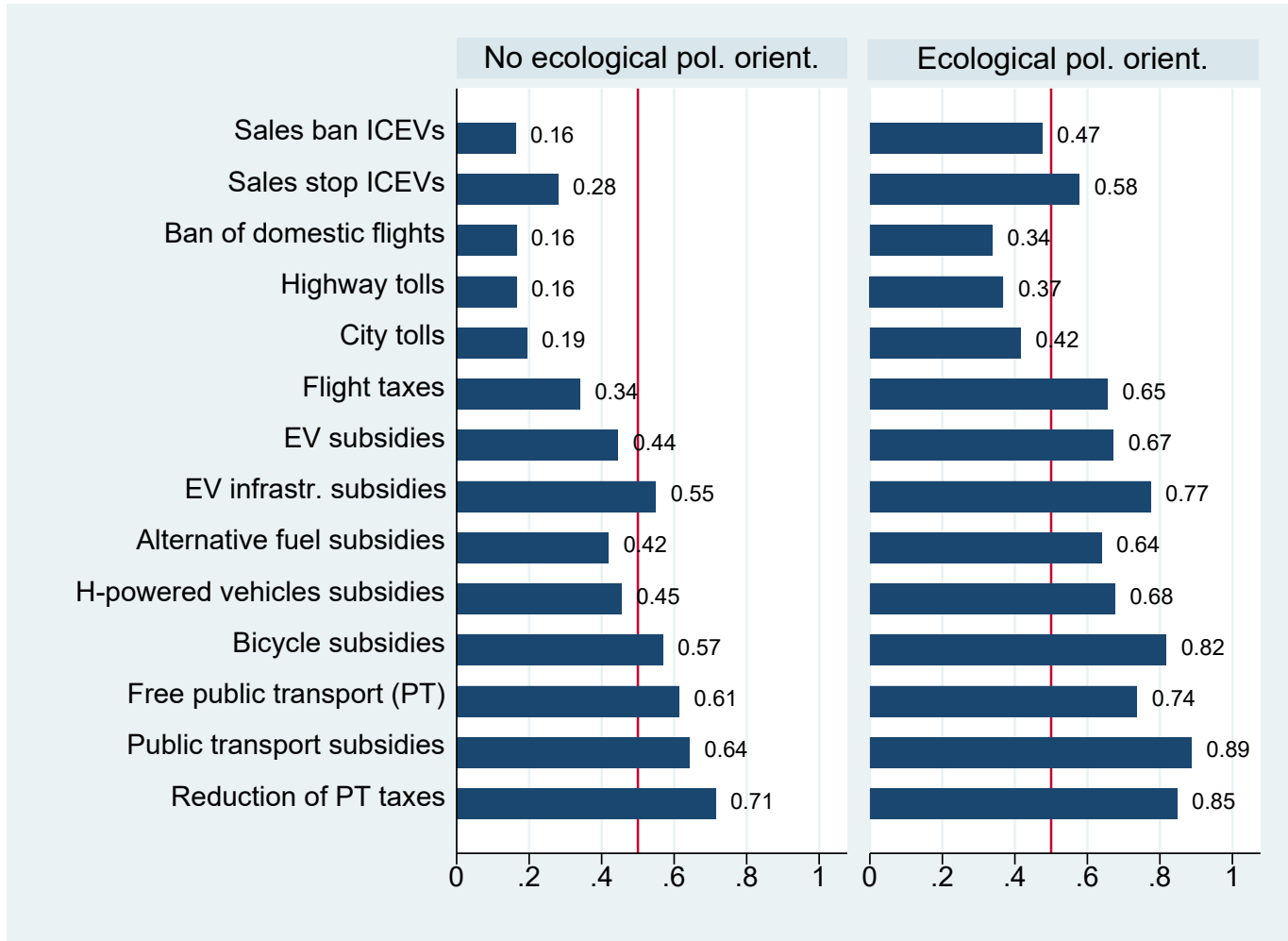
- 33% think that they are rather strongly or very strongly affected by CC in their daily lives
- Those that are subjectively exposed to climate change support, on average, transport-related policies to a larger extent

# Support by „Trust in Government“



- 33% have a rather strong or very strong trust in the government
- As compared to the average and to those who do not have such high trust levels, this group strongly advocates transport - related policies

# Support by „Ecological Political Orientation“

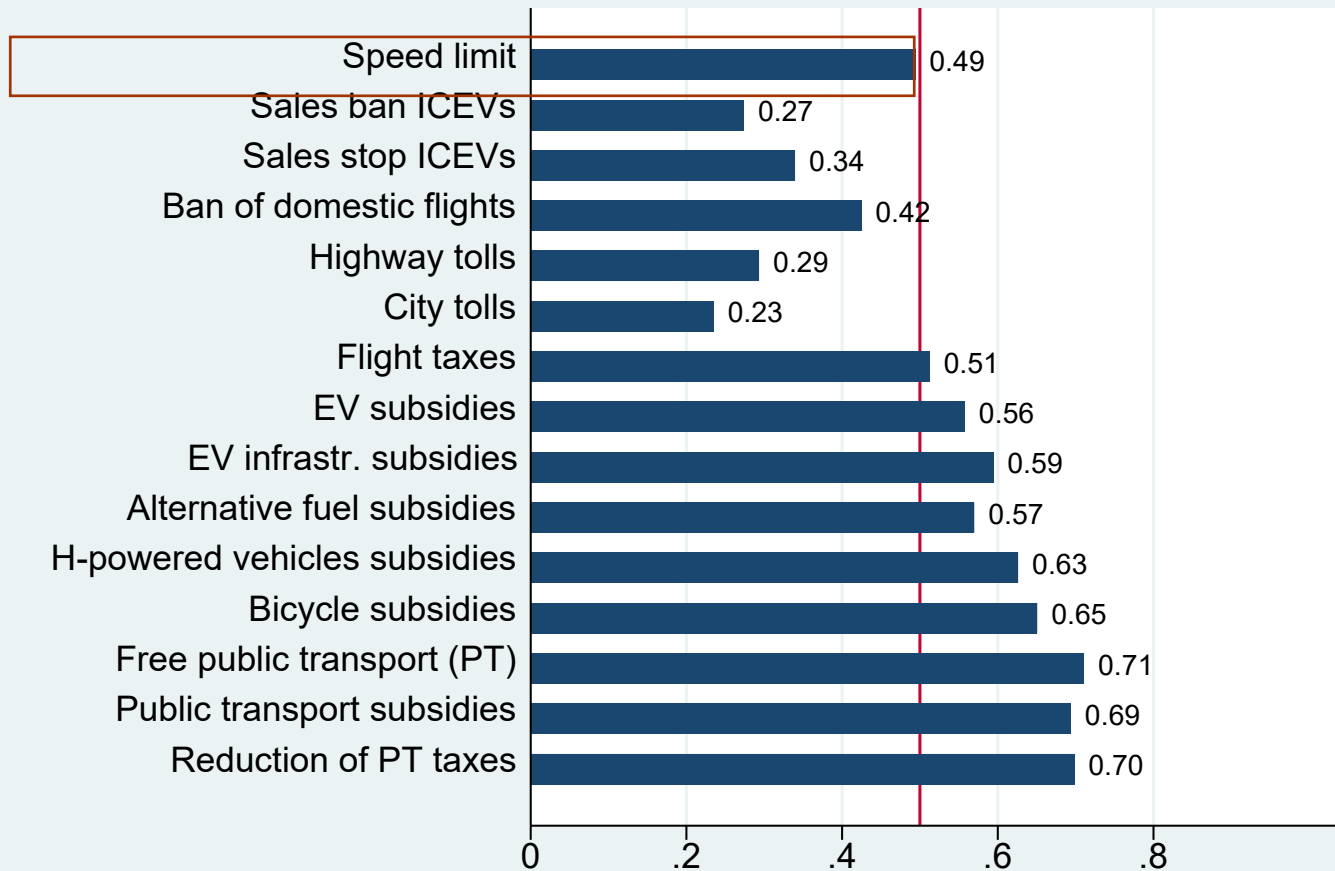


- 30% consider themselves to have an ecological political orientation
- As compared to the average and to those who do not have an ecological political orientation, this group strongly advocates transport-related policies



# Aggregate Results for GERMANY

Share of those who support...



- Similar support levels
- Notably , almost half of respondents support a speed limit on highways

# Conclusion and Next Steps

- Support levels vary considerably for different transport policies
- Subsidies come at a high cost (opportunity cost of public funds)
- “Converting“ the undecided could significantly increase support levels
  
- Next steps:
  - What determines support levels?
  - How does the framing of policy packages affect the willingness to-pay (WTP) for CO<sub>2</sub> emissions reductions (in terms of a CO<sub>2</sub> tax)? Does it help to emphasize some co-benefits of climate-motivated transport policies? What role do intergenerational fairness issues play?
  - Is WTP higher when share of electric vehicles is high/share of public transport is high?