

Leisure Travel, Tourism Travel, and the Environment

Presentation by
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Workshop objectives

- To raise awareness of the environmental and other impacts of leisure travel and tourism travel.
- To clarify trends in these kinds of travel and their particular environmental impacts, throughout OECD Member countries.
- To add to understanding of the factors contributing to the trends and how they might be modified.
- To present options and good practices for less transport-intensive leisure and tourism activities and for other mitigation of environmental impacts in ways that are consistent with maximising net social economic welfare.

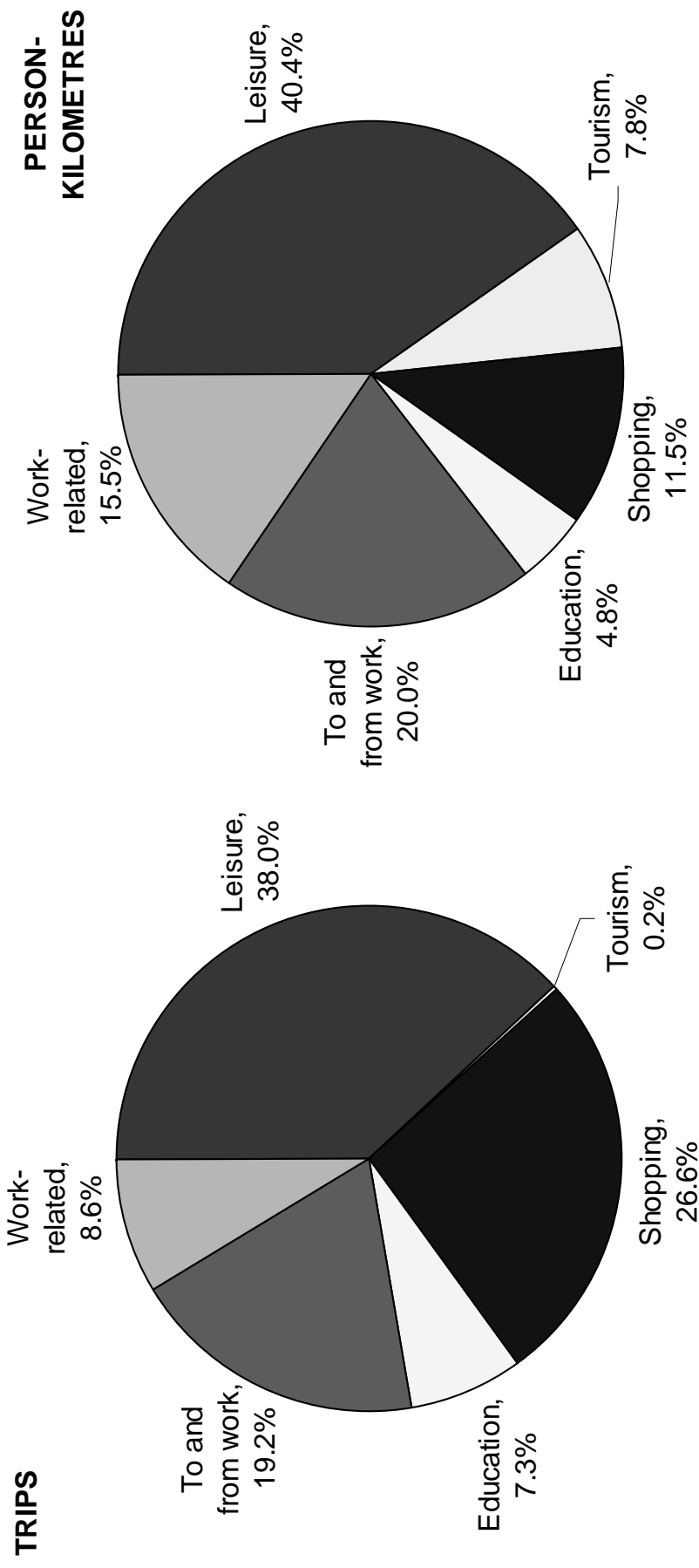
Overview of this presentation

- Addresses some definitional challenges posed by ‘leisure travel’ (shorter-distance travel with no stay-over) and ‘tourism travel’ (longer-distance, longer-stay, domestic and international travel).
- Touches on what is known about trends in these types of travel in OECD countries in relation to other types of travel.
- Notes economic, social, and other factors relevant to leisure travel and tourism travel.
- Briefly reviews the environmental impacts of these types of travel and how they might be mitigated.

Definitions

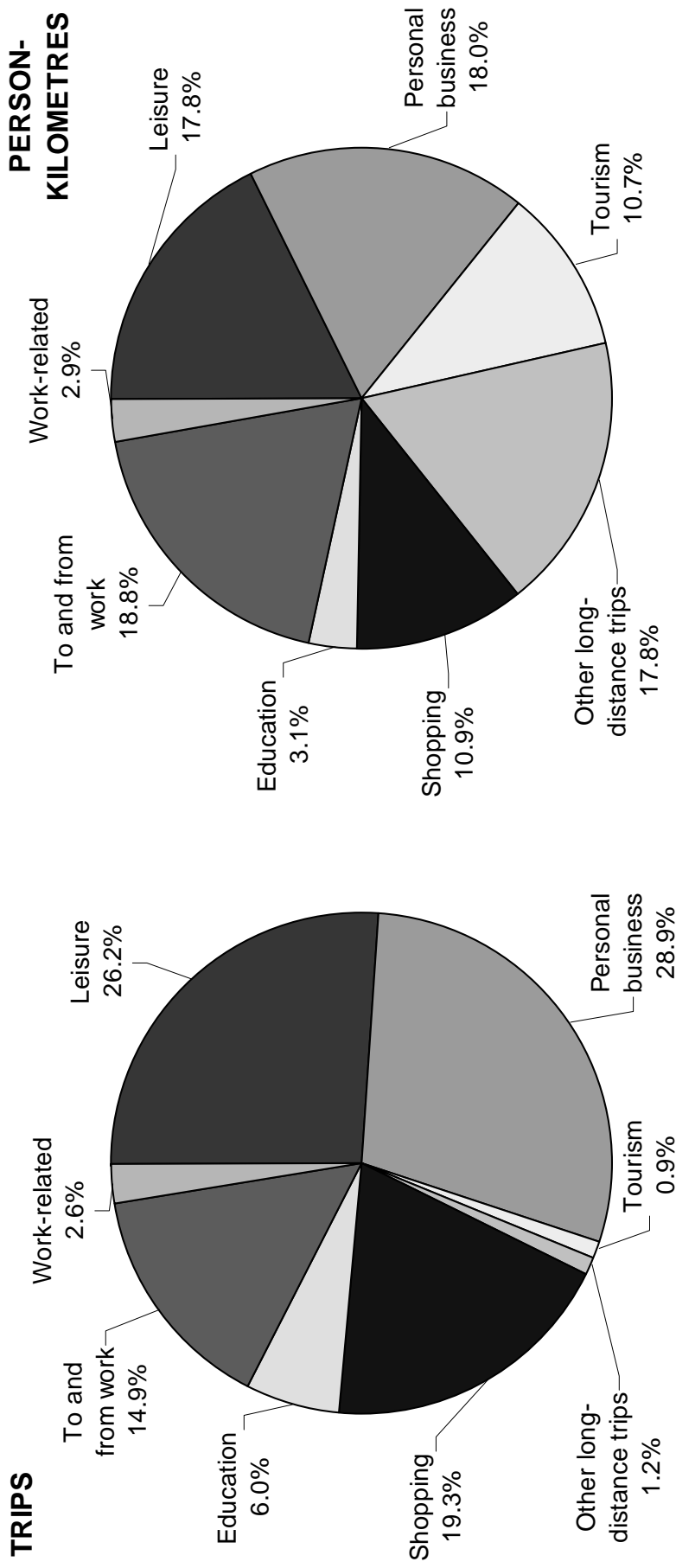
- LEISURE TRAVEL involves round a trip of less than about 160 kilometres, does not involve an overnight stay, and is unrelated to earning a living or otherwise providing for the essentials of
- TOURISM TRAVEL involves a round trip of more than about 160 kilometres, involves at least one night away from home, and is unrelated to earning a living or otherwise providing for the essentials of life.
- Are these definitions OK?

Trips and person-kilometres by trip purpose, Germany 1994



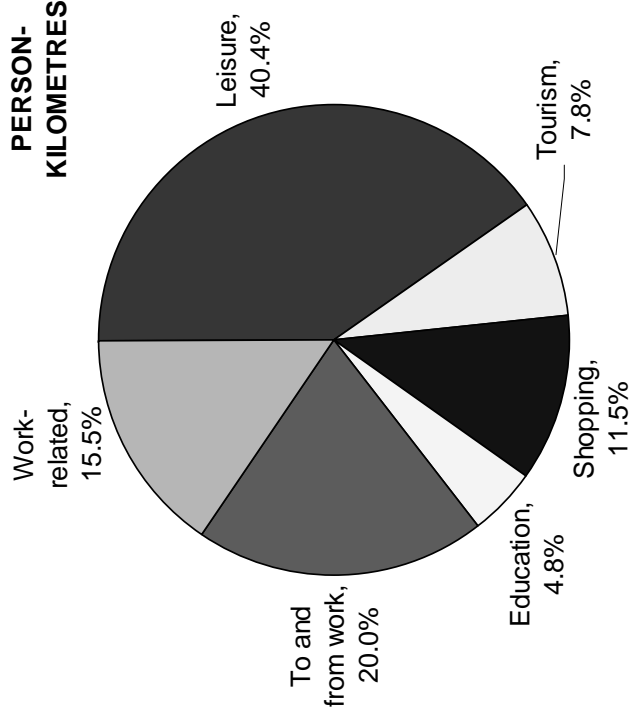
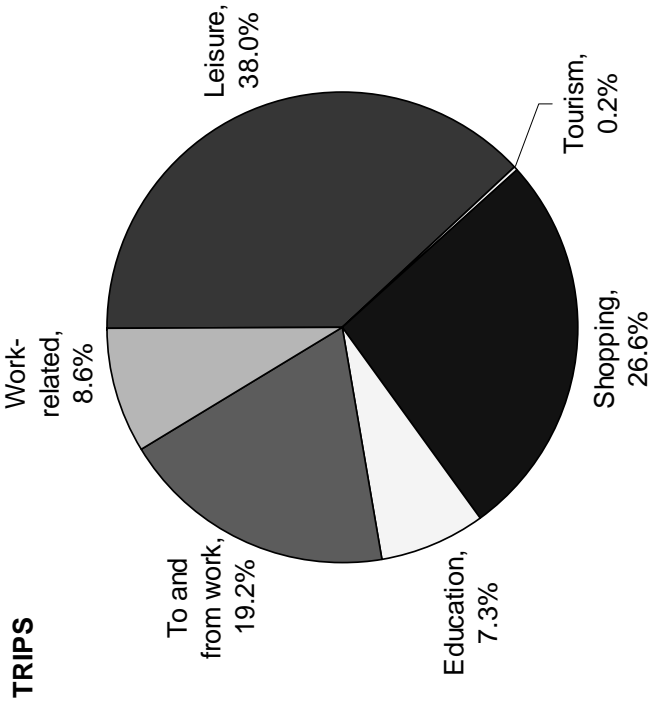
Note that (i) travel to and from work and education is low share of total trips or of total person-kilometres; (ii) tourism is much lower share; (iii) leisure travel is largest share, even more so if some shopping counts are leisure. Work-related trips include business travel.

Trips and person-kilometres by trip purpose, U.S.A. 2001

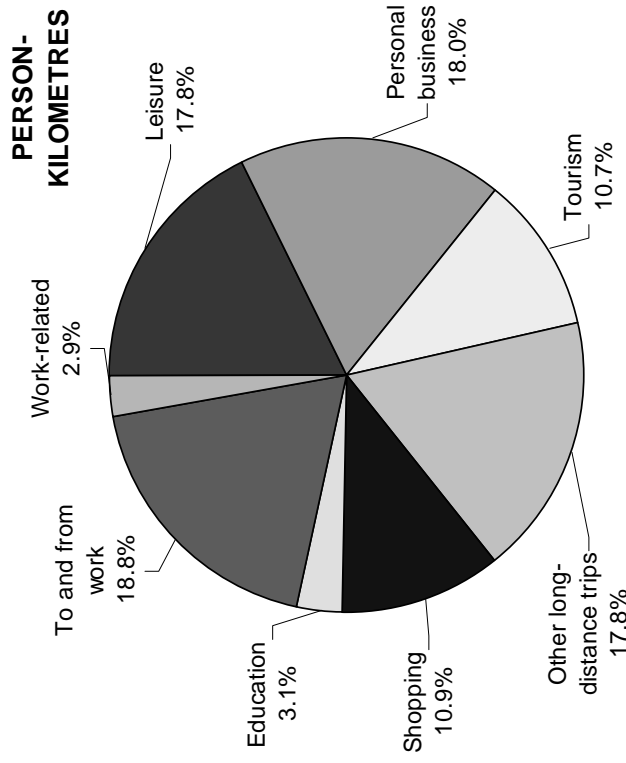
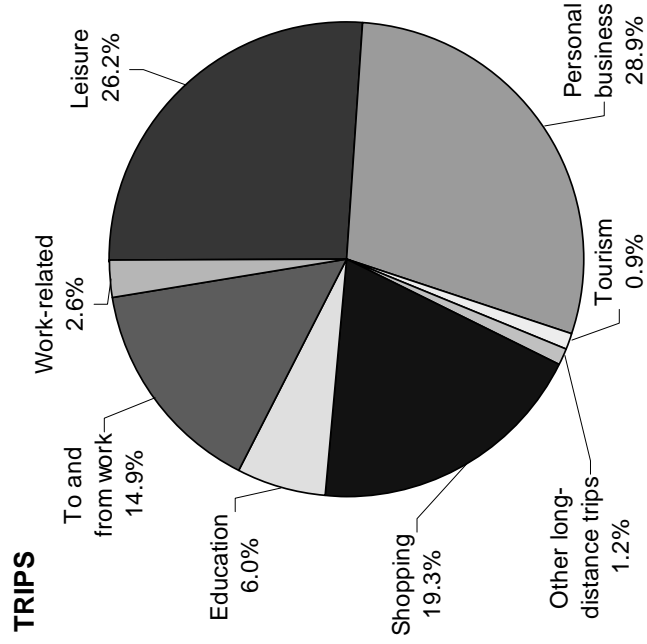


Note that (i) travel to and from work and education comprises even lower shares of total trips or of total person-kilometres; (ii) tourism is much lower share; (iii) leisure travel is split into leisure and personal business, one of which may now include shopping as leisure. Other long-distance trips includes business trips.

Trips and person-kilometres by trip purpose, Germany 1994

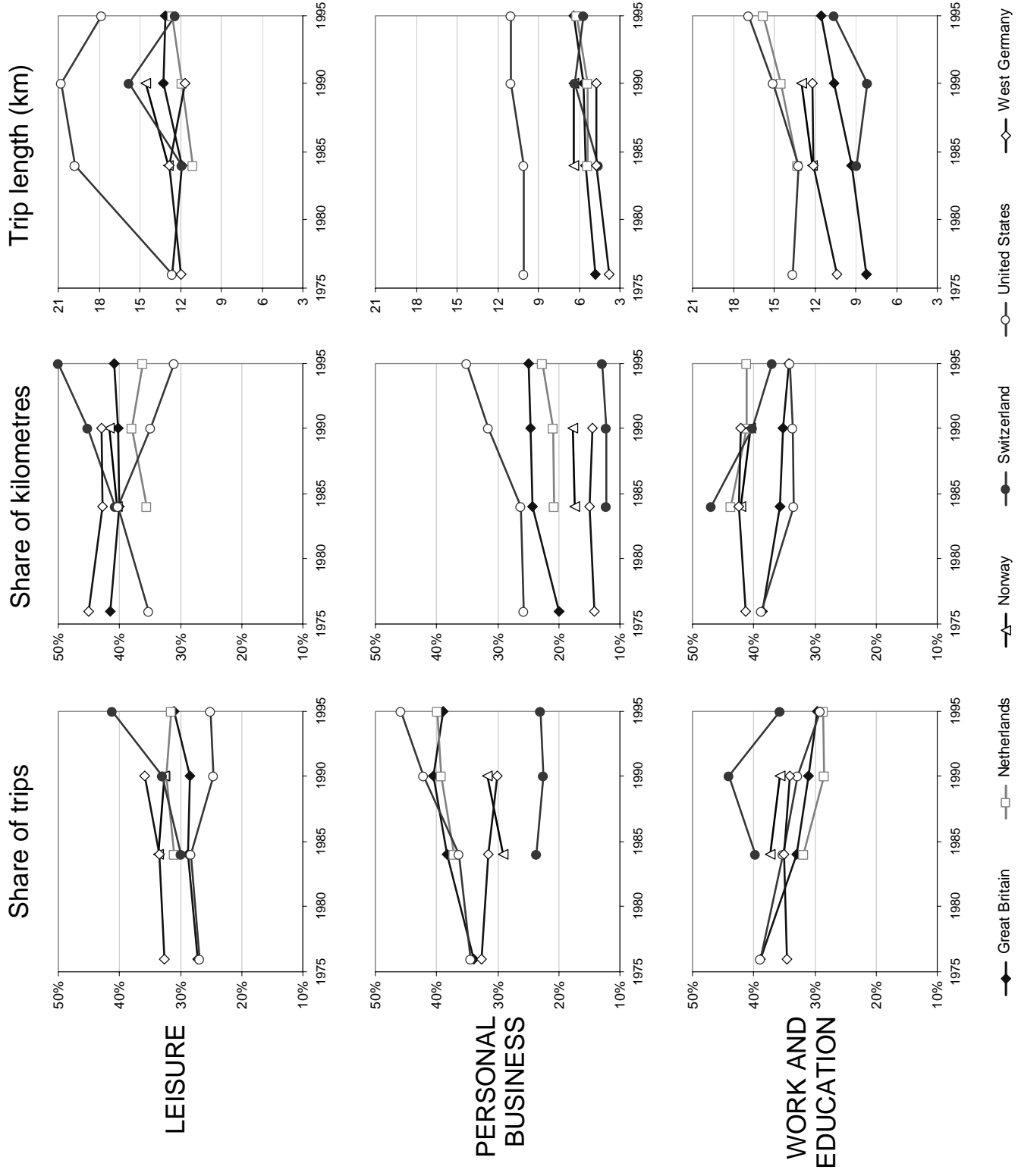


Trips and person-kilometres by trip purpose, U.S.A. 2001



Data on shares of local trips and local distances travelled, by trip purpose

Note that trips to and from work and education have tended to decline, although not person-kilometres, and not trips for other purposes.



Features of motorised weekday travel in 2001 in London (UK) and Toronto (Canada)

	London, UK (all residents)	Toronto (>10 years only)
Millions of persons	7.3	4.3
Millions of trips	19.6	10.6
Commuting trips as % of trips	53%	46%
Of commuting trips, % by car	50%	64%
Of other trips, % by car	63%	90%

Note that a much higher proportion of non-commuting trips are made by car.

Modes of longer-distance trips, EU15 and U.S., 2001-2002

Mode	EU15		U.S.			
	Trips/ person	Share of trips	Trips/ person	Share of trips	Distance/ trip (km)	Share of distances
Car	1.7	65%	8.2	89%	524	56%
Air	0.2	6%	0.7	7%	4,641	41%
Bus	0.3	12%	0.2	2%	787	2%
Train	0.4	14%	0.1	1%	804	1%
Totals:	2.7	97%	9.1	100%		100%

Note: EU15 longer-distance trips are all two-way trips, for any purpose, of more than 200 kilometres. Other modes (e.g., ship, motorcycle) are not represented; hence the total of shares is less than 100%. U.S. longer-distance trips are all two-way trips, for any purpose, of more than 160 kilometres.

Note that most longer-distance trips in Europe and the U.S. are made by car; many, many more trips per person are made by car and air in the U.S. than in Europe.

Estimates of elasticities of demand for inter-city passenger service (U.S.)

	Automobile*	Bus*	Rail*	Air*
For vacation trips:				
Cost (price)	-0.45	-0.69	-1.20	-0.38
Travel time	-0.39	-2.11	-1.58	-0.43
For business trips:				
Cost (price)	-0.70	-0.32	-0.57	-0.18
Travel time	-2.15	-1.50	-1.67	-0.16

* Each cell shows the percentage change in transport activity that would result from a one per cent increase in cost (price) or in travel time.

Note that elasticities are generally higher for tourism travel (vacation trips), meaning they are sensitive to trip price. However, for car trips, elasticities for business trips are higher.

Emissions per passenger by different modes, London-Edinburgh (600 kilometres)

Modes	Carbon dioxide	Nitrogen oxides	Particulate matter <10 µg	Carbon monoxide	Volatile organic compounds	Sulphur dioxide
Car	56	349	9	2 288	314	8
Air	126	104	4	137	19	10
Rail (high-speed, electric)	24	57	3	10	1	132

Note: Amounts are in grammes, except for carbon dioxide, for which amounts are kilogrammes

Note that air travel results in less overall ground-level local and regional pollution, but considerably more global pollution in the form of greenhouse gas emissions (carbon dioxide, in this case)

Questions (1)

- Is the definition of leisure travel proposed here useful? Is 'leisure travel' the best term for local, discretionary travel? How should the case of shopping as a leisure activity be handled?
- Is the definition of tourism travel proposed here useful? If not, what would be a more satisfactory definition?
- What would be the best categorisation of local travel that would facilitate analysis of leisure travel as defined here? What other data on leisure travel are available that would enhance understanding of this significant element of all travel?
- What other data on tourism travel are available that would enhance understanding of this significant element of all travel? What might explain the large differences between EU15 and U.S. residents in the amounts of longer-distance travel?

Questions (2)

- Are there land-use strategies within urban regions—other than intensification—that could reduce the amount of leisure travel? What are the roles of car ownership in both leisure travel and tourism travel?
- How can leisure travel be given a higher profile in transport planning? Can aviation be made more environmentally sustainable?
- Will the possible persistence of high transport fuel prices impact leisure travel and tourism travel enough to reduce environmental impacts without public policy intervention? In the absence of high market prices and actions to accommodate them, should the thrust of policy-making be to reduce amounts of leisure travel and tourism travel or to change how they are performed?
- Are transport issues sufficiently addressed in efforts to promote sustainable tourism?