Mobility and the Coronacrisis

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Current impact COVID-19 on activities and travel behaviour

• Research among the Netherlands Mobility Panel (MPN).
  – representative group of Dutch residents
  – travel diary and questionnaire; March 27th to April 4th

• In that period:
  – Schools, hospitality sector and ‘contact professions’ closed and events/ gatherings prohibited.
  – Everyone urged to adopt social distancing measures:
    • leaving homes as little as possible
    • working from home wherever possible
    • stay at least 1.5 metres away from other people
    • receive no more than three visitors at home

29 June 2020
Changes in outdoor activities

- Grocery shopping
  - < 25 years old
  - 25-44 years old
  - 45-64 years old
  - 65 years and older

- Shopping
  - < 25 years old
  - 25-44 years old
  - 45-64 years old
  - 65 years and older

- Exercising
  - < 25 years old
  - 25-44 years old
  - 45-64 years old
  - 65 years and older

- Visiting people
  - < 25 years old
  - 25-44 years old
  - 45-64 years old
  - 65 years and older

- Volunteering / informal care
  - < 25 years old
  - 25-44 years old
  - 45-64 years old
  - 65 years and older
Changes in working remotely

- More working from home
- Less working from home
- More remote meetings
- Fewer remote meetings
- None of the above

Percentage distribution: 45% More working from home, 30% More remote meetings, 5% None of the above.
Changes in travel behaviour
Impacts for freight transport (roads) 2020-2025
Structural changes in activity and travel behaviour?

• 27% of home workers expect to work from home more after the coronavirus crisis; 36% of those who have remote meetings more often also expect to do so more often after the coronavirus crisis.

• The vast majority of people (approx. 80%) expect that after the coronavirus crisis they will go back to the modes of transport they used before the crisis. However, about 20% do think they will walk and cycle more and about 20% say they will fly less.

• Structural changes dependent on:
  – duration of government measures (e.g. public transport capacity)
  – economic recession
  – fear to use public transport
  – accommodating measures governments and employers