

ITF

Moving the  
World  
Forward



# TRANSPORT MOVES THE WORLD

ITF GLOBAL POLL 2022



INTERNATIONAL  
TRANSPORT  
WORKERS'  
FEDERATION

YouGov®

# ITF

THE INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF) IS A DEMOCRATIC, AFFILIATE-LED GLOBAL FEDERATION OF 670 TRADE UNIONS IN 147 COUNTRIES, REPRESENTING OVER 18 MILLION WORKING MEN AND WOMEN IN ALL TRANSPORT SECTORS. THE ITF PASSIONATELY CAMPAIGNS FOR TRANSPORT WORKERS' RIGHTS, EQUALITY AND JUSTICE.

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An aerial, high-angle photograph of a shipping yard or port. The image shows numerous stacks of intermodal containers in various colors (white, blue, red, green) arranged in neat rows. The perspective is from directly above, looking down on the containers. The lighting is bright, creating strong shadows and highlights on the surfaces of the containers. The overall tone is industrial and organized.

**IN A WORLD  
ON THE BRINK  
OF RECESSION,  
TRANSPORT CAN  
BE A DRIVER  
OF ECONOMIC  
PROGRESS.**

# ABOUT THIS REPORT

These findings are based on the 2022 International Transport Workers' Federation (ITF) Global Poll.

This poll of fifteen countries covers the adult populations (18+) in Argentina, Australia, Brazil, Canada, France, Germany, India, Mexico, the Philippines, South Africa, South Korea, Turkey, the United Kingdom (UK) and the United States.

Approximately n=1000 respondents were interviewed online in each country, bar the UK (n=1554). The figures have been given an even weighting for each country to produce an 'average' value.

The weighted global sample size for this poll is n=16464.

Fieldwork was undertaken between 15-27 September 2022. Quotas were used to reflect national proportions in terms of age, gender and region.

YouGov were responsible for questionnaire design (in conjunction with the ITF) as well as fieldwork and data table production. Kate Whelan Consulting undertook the analysis and report writing.

The findings are analysed globally, representing the mean from the 15 countries, as well as by each individual country and by regional groupings. The regional groupings are as follows:

**Africa:** Morocco & South Africa

**Asia Pacific (APAC):** Australia, India, the Philippines & South Korea

**North America:** Canada & the United States.

**Europe:** France, Germany, Turkey & the UK

**The G20:** Argentina, Australia, Brazil, Canada, France, Germany, India, Mexico, South Africa, South Korea, Turkey, the UK, the United States  
**Latin America:** Argentina, Brazil & Mexico

Findings based on age and gender are also examined. The questions have been grouped into six themes which form the basis of the analysis in this report.

# METHODOLOGY

The 2022 ITF Global Poll covers the following 15 countries:

Country	Sample Size	Total Population 18+ (thousands)
Argentina	n=1021	32,913,294
Australia	n=1074	20,487,892
Brazil	n=1002	162,313,891
Canada	n=1105	31,237,362
France	n=1108	51,137,754
Germany	n=1113	53,369,083
India	n=1125	982,667,696
Mexico	n=1099	89,755,279
Morocco	n=1040	25,653,251
The Philippines	n=1055	73,858,383
South Africa	n=1018	39,745,723
South Korea	n=1040	44,476,201
Turkey	n=1023	61,705,771
United Kingdom	n=1554	53,369,083
United States of America	n=1087	264,137,817

# FOREWORD

**In a world on the brink of recession, transport can be a driver of economic progress.**

As the world shutdown, transport workers were more visible than they ever have been. They transported medical supplies and kept supply chains connected, they kept cities moving so doctors, nurses and other key workers could continue to work, and they delivered food and essential goods to our doorsteps so we could survive and stay safe.

Transport workers did what they always do for countries, for economies and for our societies.

The 2022 ITF Global Poll provides clear evidence of people's recognition of the critical role that transport, and transport workers, play to the global economy. 81% of people surveyed believe the world's economy relies on transport workers for the movements of goods and people.

People across the world rely heavily on transport. Nine in ten people identify it as an important public service.

But right now, people are worried about transport— from the rising costs of getting to work, to the travel chaos experienced when trying to visit family and friends, to concerns about failing supply chains causing shortages of food, medicine and other essential goods they depend on.

One in two people think their government is handling transport badly in their country. Governments are failing the people who elect them, and they are failing the transport workers who power their economies.

Across the world, governments have allowed businesses to compete unchecked, with little protection in place for workers across their supply chains. Governments have ripped up labour safeguards to encourage and increase competition. Labour standards across the transport industry have been eroded as businesses have sought cheaper ways to move people and goods.

For decades, transport workers have seen their jobs worsen. Their workplaces are increasingly unsafe, their employment is increasingly precarious, and their standards of living have fallen.

It is time now to act. With a convergence of crises from the pandemic, climate change and cost of living, government investment in transport and the rights of transport workers can be a driver of social, political and economic change.

Transport workers and their unions are calling for action on six demands: corporate accountability in supply chains, sustainability, safety, the future of work, rights and equality.

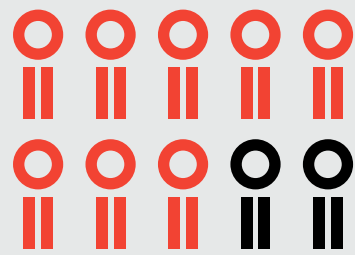
The findings of the ITF Global Poll prove that people support the demands of transport workers and their unions.

Governments, businesses and investors must follow their lead.

**Stephen Cotton**

**General Secretary, International Transport Workers Federation**

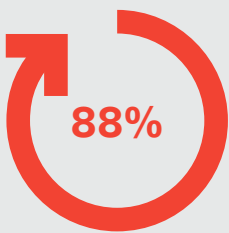




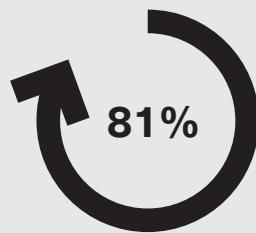
**EIGHT IN TEN BELIEVE  
THE WORLD'S ECONOMY  
RELIES ON TRANSPORT  
WORKERS FOR THE  
MOVEMENTS OF GOODS  
AND PEOPLE.**

# TRANSPORT IS CRUCIAL TO ECONOMIES AND SOCIETIES

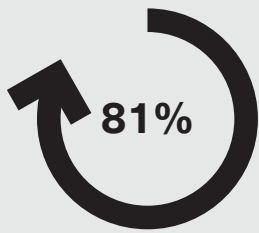
## TRANSPORT WORKERS KEEP THE GLOBAL ECONOMY MOVING



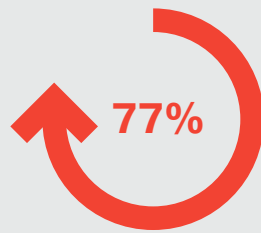
think transport is important to the economy of their country.



think the world's economy relies on transport workers for the movement of goods and people.

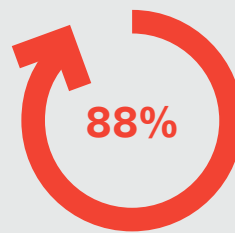


want their government to invest in job creation for the transport sector.

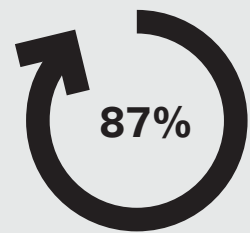


think transport is important to reduce economic inequality.

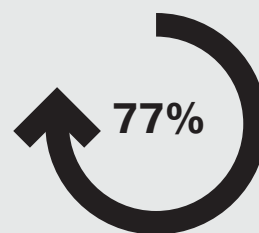
## TRANSPORT IS A PUBLIC GOOD



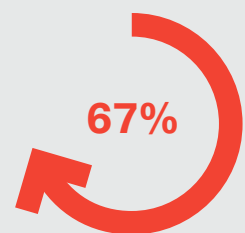
think transport is important for coping with emergencies.



think transport is an important public service.

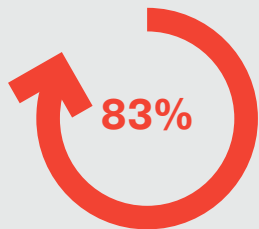


think transport is important for uniting people.



think transport is important for national identity.

## GOVERNMENTS FAILING TO DELIVER ON TRANSPORT NEEDS

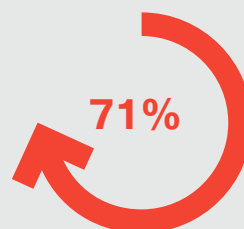


want their government to increase access to transport.



think the government is handling transport badly in their country.

## PEOPLE ARE WORRIED ABOUT TRANSPORT COSTS AND TRAVEL CHAOS



are worried about the cost of transport.



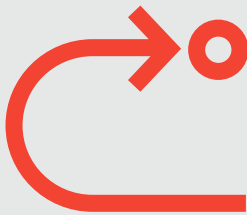
of people are worried about chaos on delays when they travel to see friends and family by road, rail, bus or airplane.

# ITF'S 6 DEMANDS



## SAFETY

SAFETY FOR TRANSPORT WORKERS



## SUSTAINABILITY

MAKING TRANSPORT SUSTAINABLE



## ACCOUNTABILITY

CORPORATE ACCOUNTABILITY IN GLOBAL SUPPLY CHAINS



## FUTURE

A SAY IN THE FUTURE OF WORK



## EQUALITY

EQUALITY FOR TRANSPORT WORKERS



## RIGHTS

RIGHTS FOR TRANSPORT WORKERS

# PUBLIC SUPPORT FOR ITF'S 6 DEMANDS

There is overwhelming public support in all countries surveyed in the ITF Global Poll for governments, companies and investors to act in support of ITF's six demands for change.



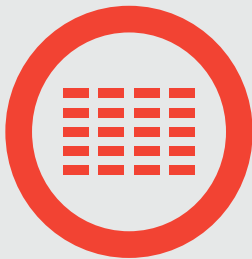
## PROTECTING TRANSPORT WORKERS' SAFETY

**85%**

of people want their government to improve health and safety laws to protect transport workers.

**87%**

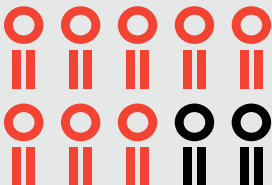
want their government to protect transport workers from violence and harassment.



## BUILDING CORPORATE ACCOUNTABILITY IN GLOBAL SUPPLY CHAINS

**8 OUT OF 10**

81% support laws that hold companies to account for environmental and labour rights abuses in their transport supply chains.

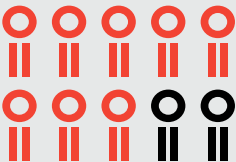


80% would like to see their government implement policies that end abuse of transport workers in supply chains.



## MAKING TRANSPORT SUSTAINABLE THROUGH INVESTMENT AND NATIONAL PLANS

**8 in 10**



**ALMOST HALF**

80% want their government to increase investment in sustainable transport, and 79% want their government to put in place national plans to lower emissions in the transport sector.

48% want their government to make expanding the capacity of public transport a high priority.



## THE FUTURE FOR TRANSPORT WORKERS

**66%**

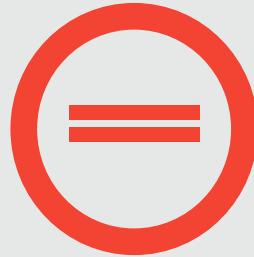
believe the transport industry would be better off if there was greater involvement from transport workers in decision making.

**81%**

want their governments to invest in job creation for the transport sector.

**64%**

support platform workers' right to safe working conditions.



## EQUALITY FOR TRANSPORT WORKERS

**77%**

of people believe transport is important for reducing economic inequality.



Two-thirds (67%) of people globally believe that the economic system of their country favours the wealthy.



## RIGHTS FOR TRANSPORT WORKERS

**83%**

want their government to protect transport worker employment rights.

**85%**

think it's important that transport workers should have protections in their workplace regardless of where they work.

**66%**

believe the transport industry would be better off if there was greater involvement from transport workers in decision making.

### Majority support labour laws for transport workers that:

- Protect workers' health and safety (87%)
- Establish and protect a decent minimum wage for workers (85%)
- Give workers the right to collectively bargain (80%)
- Give workers the right to join a union (75%)
- Protect the right to strike (67%)

### Majority support social protections for transport workers:

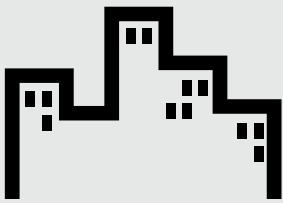
- Affordable access to healthcare (86%)
- Affordable access to education (84%)
- Decent retirement incomes (85%)
- Support for maternity leave (84%)
- Unemployment benefits (81%)



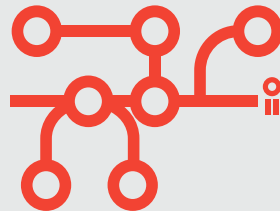
# OUR PUBLIC TRANSPORT

Public transport affects everyone. It's an integral and essential part of the modern world. Yet not everyone has a say in how it's run, and for whose benefit. Too often decision making on public transport services and infrastructure does not include the views of the real experts – workers and passengers.

## THE ITF GLOBAL POLL GIVES A CLEAR INSIGHT INTO PEOPLE'S VIEWS ON PUBLIC TRANSPORT IN 15 COUNTRIES:



**85%** of people think transport is important for improving life in cities.



**87%** think transport is important for connecting rural communities.

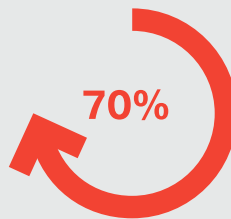


**59%** are worried about access and affordability of public transport.

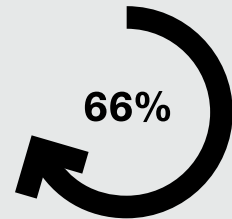
## AN ACTION PLAN FOR GOVERNMENTS, COMPANIES, AND INVESTORS TO SUPPORT PUBLIC TRANSPORT



support increasing investment in sustainable transport



of people believe that public transport should be mostly or wholly paid for by government.



support their government nationalising transport.



support investing in electric buses as a high priority.



want their government to expand the capacity of public transport as a high priority.



want access to transport within a 10-minute walk as a high priority.



# EXECUTIVE SUMMARY

**TRANSPORT WORKERS MOVE THE WORLD;  
AND THE COVID-19 PANDEMIC SHONE A  
SPOTLIGHT ON THAT LIKE NEVER BEFORE.**

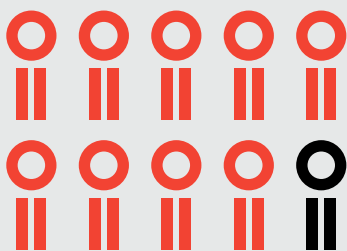
## Transport keeps the global economy moving

**The value of transport and transport workers is recognised around the world.**

Across the globe, people recognise the importance of the transport industry and transport workers to economies, both globally and within their own country. Almost nine out of every ten (88%) people believe that transport is important to their country's economy. 60% of these – or almost two-thirds – believe it is very important. Almost as many (81%) believe that the world's economy is reliant on transport workers for the movement of goods and people. In addition to supporting the global economy, three-quarters (77%) of people believe transport is important for reducing economic inequality.

The recognised value of transport is not only economic. Many people believe that transport is important for coping with emergencies (88%), connecting rural communities (87%) and improving life in cities (85%). They also recognise the importance of transport to acting on climate change (76%). Additionally, people around the globe recognise that transport is important to achieving social outcomes that are less tangible, like uniting people (77%) and national identity (67%).

It is therefore unsurprising that almost nine in ten (87%) people rate transport as an important public service to them. In this poll, transport ranks only behind healthcare (91%) and energy (89%) in terms of importance of public services.



**NINE OUT OF EVERY TEN PEOPLE  
BELIEVE THAT TRANSPORT IS  
IMPORTANT TO THEIR COUNTRY'S  
ECONOMY.**

## **Global anxiety about transport**

**People are worried about transport, and front of mind are concerns about cost and delays.**

The most commonly selected concerns around transport for the people in this poll were both related to cost; rising fuel costs (82%) and the cost of transport (71%). More than half (59%) are worried about the access and affordability of public transport.

Concerns however are not just limited to increasing transport expenses, but also disruption and delays. Over half (56%) of people said that they are concerned about chaos and delays the next time they travel. These concerns about disruption in their travel plans has led to one in three people being concerned about the number of staff at stations or on trains (39%) or at airports or on planes (36%). A further 64% of people - or almost two in three - are worried about shortages of goods in shops because of supply chain disruption.

In addition, half of people (50%) are worried about the more modern concern of 'driverless cars, trucks and trains'.

Although concerns about cost and disruption are almost universal, there are more isolated concerns and worries amongst the global population. While two-thirds (66%) of people globally are concerned about the impact of transport emissions on climate change, this rises to a staggering 88% of those in the Philippines.

Despite these results, the global population is spilt on their attitude towards their governments handling of transport. While almost half (48%) believe that their government is handling transport badly, almost as many (43%) believe they are handling it well. In terms of the country level data, around half the countries have a majority who believe that their government is handling transport badly (Argentina, Brazil, France, Germany, Mexico, South Africa & the UK), while slightly less have a majority who believe they are handling it well (Australia, India, Morocco, The Philippines & South Korea).



**TWO IN THREE PEOPLE ARE WORRIED ABOUT SHORTAGES OF GOODS IN SHOPS BECAUSE OF SUPPLY CHAIN DISRUPTION.**

## **Action plan for governments and investors**

**People around the world are calling for greater government investment in transport and for more attention to be given to protecting transport workers.**

The call for greater investment in transport policies is clear, and none is louder than for those policies which protect transport workers themselves. Almost nine in every ten people support their government implementing policies to protect transport workers from violence and harassment (87%) and laws which improve health and safety (85%). A further 80% would like to see their government implement policies that end abuse of transport workers in supply chains, while 83% want their government to protect transport workers' employment rights.

While improving the workplace safety of transport workers is paramount to the people in this poll, they also want their governments to invest in job creation for the transport sector (81%).

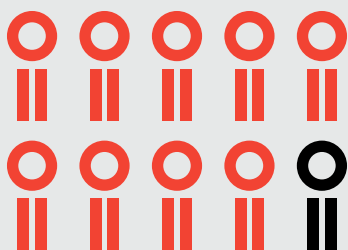
In addition to calling for policies that protect transport workers, people globally also want to see greater investment in the transport sector itself, with 75% calling for increased investment in all transport and 83% calling for increased access to transport. Rail links (49%

for both local/commuter rail and long distance) and expanding the capacity of public transport (48%) are considered to be high priorities for this investment. Almost one in three (31%) also consider increased airport capacity to be a high priority.

The global climate crisis is also at the forefront of people's minds. 79% of people are calling for their governments to put in place plans to lower emissions in the transport sector while also calling for increased investment in sustainable transport (80%). Half (50%) of people consider the rollout of electric buses (as they are zero emissions) to be a high priority for governments.

There is also a demand for greater investment in public transport, with 40% of people saying they consider making public transport free to be a high priority for their government. When asked directly, 70% of people thought that public transport should be paid for mostly (49%) or entirely (21%) by government. Many also believe that allowing access to public transport within a 10-minute walk (45%) should be a high priority for government.

Two-thirds (66%), a strong majority of people, would like to see their government nationalise transport infrastructure and operations.



**NINE IN EVERY TEN PEOPLE  
SUPPORT THEIR GOVERNMENT  
IMPLEMENTING POLICIES TO  
PROTECT TRANSPORT WORKERS  
FROM VIOLENCE AND HARASSMENT.**





## **Transport needs global supply chain rules**

**People do not believe that transport companies act ethically and want to see transport held accountable for labour rights abuses.**

There is global distrust of companies, with almost half (44%) of people believing that transport companies do not behave in a fair and ethical way. From the list of types of companies provided, only energy companies (52%) were considered by more people to not act in a fair and ethical way.

In this context there is strong support for laws that will protect transport workers throughout supply chains, regardless of where they are working. 81% support there being laws that

hold companies to account for environmental and labour rights abuses in their supply chains, with almost half (47%) of people strongly supporting this. Even more (85%) believe that transport workers should have protections in their workplace regardless of where they work (including in across international borders). These protections are strongly supported by a very large majority (59%).

The calls for these protections also come at a time when 67% of people globally believe that the economic system of their country favours the wealthy. This view is held by a majority of people in each of the fifteen countries included in this poll, except India (48%).



**TWO-THIRDS OF PEOPLE GLOBALLY BELIEVE THAT THE ECONOMIC SYSTEM OF THEIR COUNTRY FAVOURS THE WEALTHY.**

## **Transport workers keep the world moving**

**Transport is a respected and attractive profession, but people want more to be done to protect some of its most vulnerable workers.**

Transport is considered to be an admirable and valued profession by people across the globe. 66% of people – or almost two-thirds – believe working in transport is a respected profession, while 62% believe it is an attractive career for young people (something that 63% of young workers themselves agreed with). Slightly less – but still a majority at 54% – believe transport is an attractive career for women.

People also believe that transport workers have valuable knowledge and experience that should be utilised, with two-thirds (66%) of people believing the industry would be better off if there was greater involvement from transport workers in decision-making. 35% of these – or more than one in every three people – believe the industry would be much better off.

This view is particularly prominent amongst young workers, with 71% of them believing that the transport industry would be better off if there was greater involvement from transport workers in decision-making.



Despite its reputation as a respected profession, many people believe more should be done to protect some of the transport industries most vulnerably workers, namely those who earn their living via platform employers such as Uber, Ola, Lyft, Grab or Deliveroo. More than half of people believe these 'platform workers' should have the right to safe working conditions (64%), access to social protections such as healthcare (60%) and should be provided a minimum wage upon which they can live (57%). Many people would like to see these provisions extended to labour rights such as the right to join a union (43%).



**TWO-THIRDS OF PEOPLE BELIEVE THE TRANSPORT INDUSTRY WOULD BE BETTER OFF IF THERE WAS GREATER INVOLVEMENT FROM TRANSPORT WORKERS IN DECISION-MAKING.**



## **Labour laws and social protection for transport workers**

**There is strong support for social protections and labour rights for transport workers, and the role of the transport unions that fight for them.**

The populations included in this poll strongly support labour rights for transport workers, and in particular those laws that protect workers' health and safety (87%) and ensure a decent minimum wage (85%).

They also support the right to unionise and take action as a collective; 80% support laws that give workers the right to collectively bargain, and 75% want laws that provide the right to join a union. More than two-thirds (67%) support there being laws that protect the right to strike.

They also strongly support transport workers being provided with basic social protections such as affordable access to healthcare (86%) and education (84%), as well as unemployment benefits (81%). People also strongly support their government implementing policies to protect transport workers at vulnerable times in their life, such as providing decent retirement incomes (85%) and support for paid maternity leave (84%).

This support flows through to the role of transport unions themselves, with 68% of people believing it is important that transport unions play an active role in society. Of these, one in three (33%) believe it is very important.



**TWO IN THREE PEOPLE BELIEVE IT IS IMPORTANT THAT TRANSPORT UNIONS PLAY AN ACTIVE ROLE IN SOCIETY.**



A large cargo ship is positioned in a canal, with a forested hill in the background. The ship is loaded with many colorful shipping containers. The canal is bordered by concrete walls, and there are some small structures and lights along the side. The water is calm, and the overall scene is industrial and scenic.

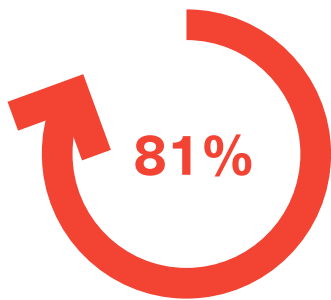
**THE VALUE OF  
TRANSPORT  
AND TRANSPORT  
WORKERS IS  
RECOGNISED  
AROUND THE  
WORLD.**





# ANALYSIS

## SECTION 1: TRANSPORT KEEPS THE GLOBAL ECONOMY MOVING



**81% OF PEOPLE BELIEVE THE WORLD'S ECONOMY RELIES ON TRANSPORT WORKERS FOR THE MOVEMENTS OF GOODS AND PEOPLE.**

### **The value of transport and transport workers is recognised around the world**

Around the globe, people recognise the importance of the transport industry and transport workers to economies, both globally and within their own country. Almost nine out of ten (88%) people believe that transport is important to their countries' economy. 60% of these believe it is very important. Almost as many (81%) believe that the world's economy is reliant on transport workers for the movement of goods and people. In addition to supporting the global economy, three-quarters (77%) of people believe transport is important for reducing economic inequality.

The recognised value of transport is not only economic. Many people believe that transport is important for coping with emergencies (88%), connecting rural communities (87%) and improving life in cities (85%). They also recognise the importance of transport to acting on climate change (76%). Additionally, people around the globe recognise that transport is important in achieving social outcomes that are less tangible, like uniting people (77%) and national identity (67%).

It is therefore unsurprising that almost nine in ten (87%) people rate transport as an important public service to them. In this poll, transport ranks only behind healthcare (91%) and energy (89%) in terms of importance of public services.



# 1.1 RELIANCE OF THE WORLD'S ECONOMY ON TRANSPORT

## Q. To what extent do you think the world's economy relies on transport workers for the movements of goods and people?

To what extent does the world's economy rely on transport workers?

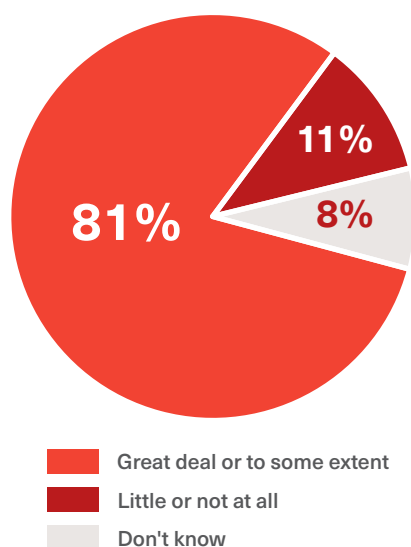


Figure 1, Question 6: To what extent do you think the world's economy relies on transport workers for the movements of goods and people? N=16464.

**The vast majority of people acknowledge the heavy reliance of the world's economy on transport workers**

81% of people globally – or more than three in every four – believe that the world's economy is reliant on transport workers for the movement of goods and people. More than half of people (52%) believe that the world's economy is reliant on them 'a great deal', while 29% believe the economy is reliant on them 'to some extent'.

Just 11% of people believe that the world's economy is reliant on transport workers only a little, or not at all.

**Older people are more likely to see the reliance of the world's economy on transport workers**

87% of people – or close to nine in every ten – aged 55+ believe that the world's economy is reliant on transport workers either 'a great deal' or 'to some extent'. This drops to 82% for those aged 35-54.

While just over three-quarters (76%) of those aged 18-34 believe the world's economy is reliant on transport workers, this rises to 82% amongst those in this age bracket who are working (young workers).

**There is little difference between the attitudes of men and women**

82% of men, compared to 80% of women, believe that the world's economy relies on transport workers 'a great deal' or 'to some extent'.

**Attitudes vary substantially between countries. However all but France (48%) have a significant majority who acknowledge the importance of transport workers.**

Those in South Africa (92%) are most likely to believe that the world's economy relies on transport workers 'a great deal' or 'to some extent'. This was followed by a collection of countries through-out the globe; Australia (89%), Brazil (88%), the Philippines (88%) and the UK (87%).

France (48%) was significantly less likely to acknowledge the reliance of the world's economy on transport workers. However, for all other countries, at least 73% believe that the world's economy relies on transport workers 'a great deal' or 'to some extent'.

**Regionally, the value of transport workers to the world's economy is most likely to be recognised in this poll by those in Africa.**

As a region, those in Africa (86%) were the most likely to believe that the world's economy relies on transport workers. This is followed by the people of the Americas as both Latin America (85%) and North America (84%) were slightly more likely than the global average to believe that the world's economy relies on transport workers 'a great deal' or 'to some extent'. Almost two-thirds (63%) of those in North America believe that the world's economy relies on transport workers 'a great deal'.

Although comparatively less likely, three-quarters of those in Europe (74%) believe that the world's economy relies on transport workers 'a great deal' or 'to some extent' (this regional figure, however, was suppressed by the result of France, which at 48% was drastically outside the range of the remainder of the countries).

Those in Asia Pacific (83%) and the G20 (81%) represented or were close to the global average of 81%.

**The world's economy relies on transport 'A great deal or to some extent'**

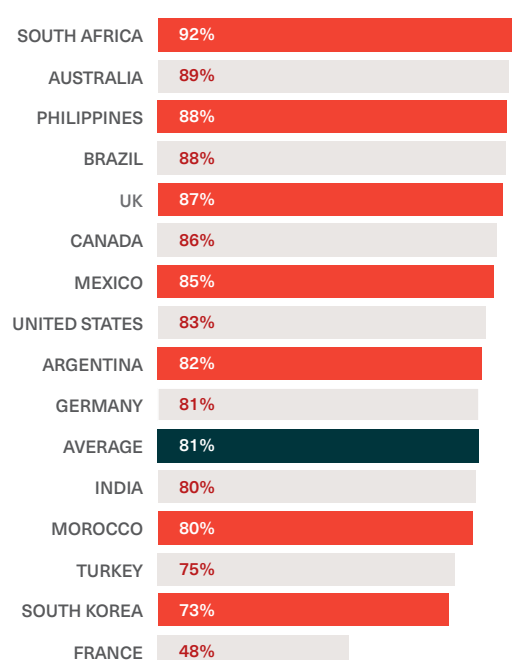


Figure 2, Question 6: To what extent do you think the world's economy relies on transport workers for the movements of goods and people? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only combined results for 'a great deal' or 'to some extent'. Countries ordered from highest to lowest figure.

# 1.2 IMPORTANCE OF TRANSPORT TO ECONOMIES

## Q. How important or not is transport to your country's economy?

How important is transport to your country's economy?

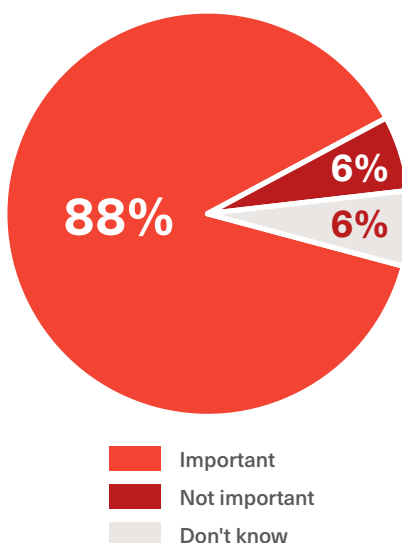


Figure 3, Question 2: How important or not is transport to your country's economy? N=16464.

**Almost nine in ten people believe that transport is important to their country's economy.**

88% of people globally believe that transport is important to their country's economy. 60% believe it is very important, while 28% believe it is fairly important.

Just 6% of people – a or around one in 20 – believe it is not important. A further 6% 'don't know'.

**Older people are far more likely to recognise the importance of transport to their country's economy**

96% of people aged 55+ believe that transport is important to their country's economy, with 70% believing it is very important. This was followed by those aged 35-54 (89%).

Although significantly less likely comparatively, a very large majority of those aged 18-35 (80%), as well as young workers (85%), believe that transport is important to their country's economy.

**Globally, men and women have almost identical views on the importance of transport to their economy**

As with the global result, 88% of both men and women believe that transport is important to their country's economy. Further highlighting how similar their attitudes are, 60% of both men and women believe transport is very important to their economy.





**96% OF PEOPLE AGED 55+ BELIEVE THAT TRANSPORT IS IMPORTANT TO THEIR COUNTRY'S ECONOMY, WITH 70% BELIEVING IT IS VERY IMPORTANT.**

**At least eight in ten people in each country believe that transport is important to their economy.**

Those countries most likely to acknowledge the importance of transport to their economy were South Africa (96%), the Philippines (96%), South Korea (91%), Australia and Brazil (both 90%).

While the least likely of the 15 countries included in this poll, a very significant majority (82%) of the people of France believe that transport is important to their economy. Those in Germany (83%), Morocco (84%) and the United States (84%) were also comparatively less likely than the global average to believe that transport is important to their country's economy (but still had a substantial majority who did).

**Belief that transport is important to a country's economy is high amongst all the regions**

At least 85% of people (Europe) in each regional grouping believe that transport is important to their countries' economy. Those in APAC (91%), Africa (90%), Latin America (89%) and the G20 (88%) were at or above the global average, while those in North America (86%) and Europe (85%) were just slightly below.

**Transport is important to the economy**

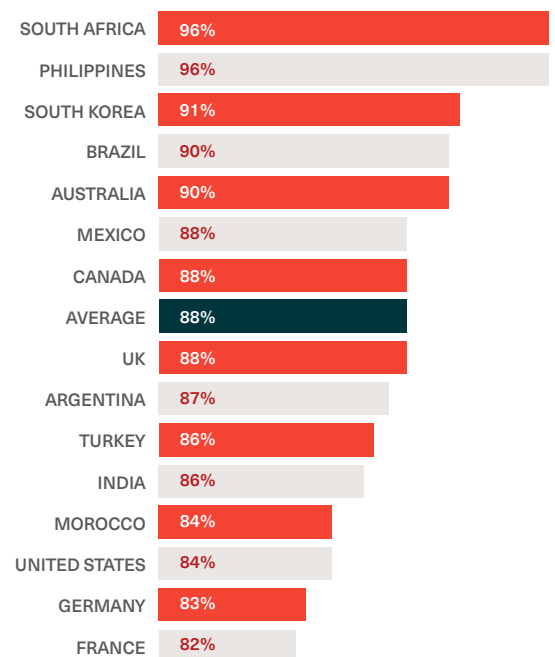


Figure 4, Question 2: How important or not is transport to your country's economy? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only combined results for 'a great deal' or 'to some extent'. Countries ordered from highest to lowest figure.

# 1.3 ECONOMIC AND SOCIAL VALUE OF TRANSPORT

## Q. To what extent or not do you think transport is important for each of the following in your country?

To what extent or not do you think transport is important for each of the following in your country?

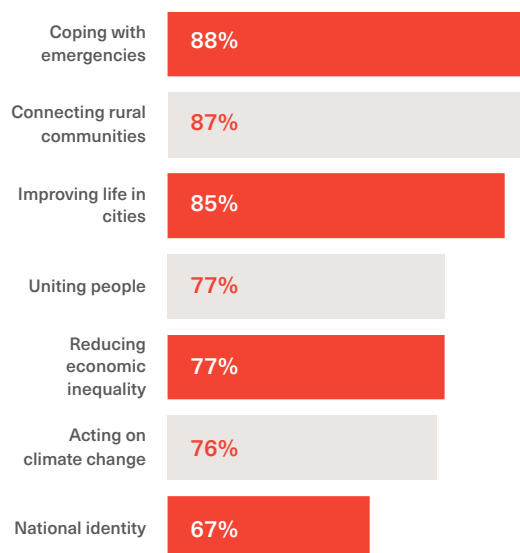


Figure 5, Question 8: To what extent or not do you think transport is important for each of the following in your country? N=16464; Only combined results for 'very' and 'fairly' important shown. Results ordered from highest to lowest figure for the combined 'important' total.

At least two-thirds of people believe that transport is important for achieving each of these social outcomes.

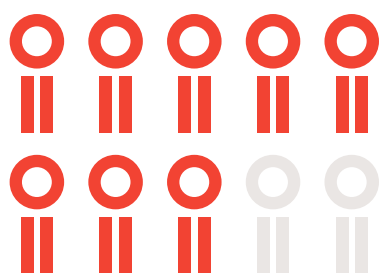
At least eight in every ten people globally believe that transport is important for:

- Coping with emergencies (88%)
- Connecting rural communities (87%)
- Improving life in cities (85%)

Additionally, a significant majority believe transport is important for 'uniting people' (77%), 'reducing economic inequality' (77%) and 'acting on climate change' (76%).

Although comparatively less likely, two-thirds (67%) of people believe that transport is important to 'national identity'.

At least one in three ('national identity', 35%) and as many as 61% ('coping with emergencies') believe that transport is very important to these social outcomes.



**EIGHT IN EVERY TEN  
PEOPLE GLOBALLY BELIEVE  
THAT TRANSPORT IS  
IMPORTANT FOR COPING  
WITH EMERGENCIES.**

## **SIGNIFICANT DIFFERENCES IN KEY COHORTS**

Though the attitudes of men and women do not differ significantly, older people (aged 55+) were more likely to think that transport is important to achieving the social outcome listed. This was most prominent for 'connecting rural communities' (+5% on the global average, +11% on those aged 18-34) and 'coping with emergencies' (+5% on the global average, +10% on those aged 18-34).

Likewise, young workers were consistently more likely than their general age cohort (those aged 18-34) to believe that transport was important in achieving each of these social outcomes. Across each social outcome listed this equated to a 3-5 percentage points difference.

The table below discusses these differences.

---

### **COPING WITH EMERGENCIES (88%)**

- More than six in ten (61%) believe transport to be very important to this.
- While those aged 18-34 (83%) were less likely to think transport was important to this, young workers were more likely (87%).
- Those aged 55+ (93%) were far more likely to think transport was important to this, followed by those aged 35-54 (88%).
- Men and women had identical views (both 88%).

---

### **CONNECTING RURAL COMMUNITIES (87%)**

- More than half (57%) believe transport is very important to this.
- More than nine in ten (92%) people aged 55+ think transport is important to this, as do 87% of those aged 35-55.
- Those aged 18-34 (81%) were less likely, with young workers representing the average (86%).
- Men (86%) and women (87%) were just as likely to think transport was important to this.

---

### **IMPROVING LIFE IN CITIES (85%)**

- Every second person (51%) believes transport is very important to this.
- While those aged 18-34 (82%) were slightly less likely to think that transport was important to this, those aged 35-54 (86%) and 55+ (87%) were remarkably similar in their attitudes.
- Young workers (86%) were not significantly different from the average.
- The attitudes of men (84%) and women (86%) do not differ significantly.

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### UNITING PEOPLE (77%)

- More than one in four (43%) believe transport to be very important to achieving this.
- Those aged 55+ (77%), 35-54 (79%) and 18-34 (75%) did not differ significantly in their views.
- Young workers (79%) were only slightly more likely than the global average to believe transport was important to achieving this social outcome.
- Women (78%) were only slightly more likely than men (76%) to think transport was important for this.

---

### REDUCING ECONOMIC INEQUALITY (77%)

- More than one in four (42%) believe transport to be very important to achieving this.
- There was again little difference between the key age brackets, with 75% of those aged 18-34 believing transport to be important to this social outcome, compared to 78% of those aged 35-54 and 78% of those aged 55+.
- Young workers (78%) were also again not significantly different from the other cohorts or the global average.
- 77% of both men and women believe transport to be important to achieving this social outcome.



**78% OF YOUNG WORKERS WERE SLIGHTLY MORE LIKELY THAN AVERAGE TO THINK THAT TRANSPORT WAS IMPORTANT TO REDUCING ECONOMIC INEQUALITY.**

---

### ACTING ON CLIMATE CHANGE (76%)

- For 45% of people globally, transport is very important to achieving this social outcome.
- Those aged 55+ (78%) were only slightly more likely than those aged 35-54 (77%) or 18-35 (74%) to think that transport was important to this.
- Young workers (78%) were slightly more likely than average to think that transport was important to this social outcome.
- Women (78%) were slightly more likely than men (75%) to think that transport was important to this.

---

### NATIONAL IDENTITY (67%)

- Although the least likely from the list provided, more than one in three (35%) of people globally believe that transport is very important to achieving this social outcome.
- There were no significant differences in the attitudes of those aged 55+ (65%) compared to those aged 35-54 (68%) or 18-34 (67%).
- However, younger workers (70%) were more likely than any of these three age groups to think that transport was important to achieving this social outcome.
- Men and women did not differ in their views (67% of each believe that transport is important to achieving this social outcome).

## SIGNIFICANT DIFFERENCES BY COUNTRY

For each of the items listed, the Philippines were the population most likely to believe that transport was important to achieving that social outcome. Additionally, South Africa was, in each case, the country second most likely to believe that transport was important to achieving the social outcome. Germany was the least likely to believe that transport was important to achieving these social outcomes in two instances but was in the bottom three least likely for all seven items listed. Likewise, the United States was also in the bottom three for each of the social outcomes listed.

Averaged across the seven items, an average of 69% of those in both Germany and the United States believe transport is important to achieving these outcomes. This compares to 94% in the Philippines and 91% in South Africa, and a global average of 79%.

The table below demonstrates these differences.

### MORE LIKELY TO THINK TRANSPORT IS IMPORTANT

### LESS LIKELY TO BELIEVE TRANSPORT IS IMPORTANT

#### COPING WITH EMERGENCIES (88%)

↑ The Philippines (96%)  
South Africa (96%)  
Brazil (92%)

↓ Germany (81%)  
The United States (82%)  
France (82%)

#### CONNECTING RURAL COMMUNITIES (87%)

↑ The Philippines (96%)  
South Africa (95%)  
Brazil & Mexico (92%)

↓ France (79%)  
The United States (79%)  
Turkey (80%)

#### IMPROVING LIFE IN CITIES (85%)

↑ The Philippines (95%)  
South Africa (94%)  
Brazil (92%)

↓ Germany (72%)  
The UK (76%)  
The United States (79%)

#### UNITING PEOPLE (77%)

↑ The Philippines (93%)  
South Africa (90%)  
Brazil (86%)

↓ France (60%)  
The United States (66%)  
Germany (68%)

#### REDUCING ECONOMIC INEQUALITY (77%)

↑ The Philippines (93%)  
South Africa (90%)  
Brazil (86%)

↓ The United States (64%)  
The UK (65%)  
Germany (67%)

#### ACTING ON CLIMATE CHANGE (76%)

↑ The Philippines (94%)  
South Africa (85%)  
Mexico (83%)

↓ The United States (61%)  
Germany (65%)  
Argentina & the UK (69%)

#### NATIONAL IDENTITY (67%)

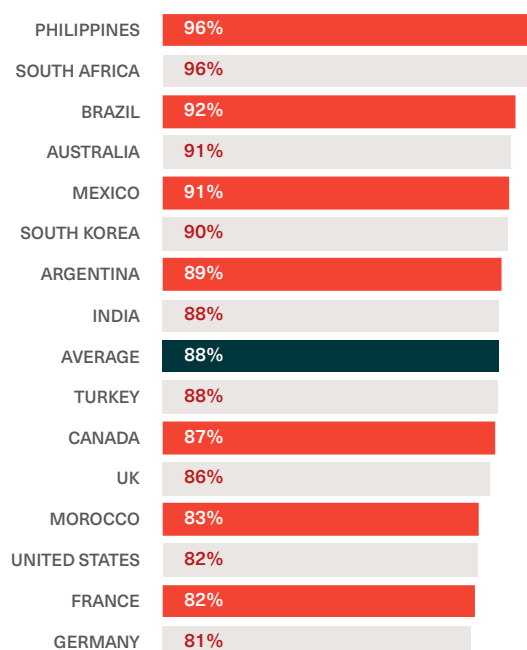
↑ The Philippines (89%)  
South Africa (84%)  
India (84%)

↓ The UK (42%)  
Germany (47%)  
The United States (51%)

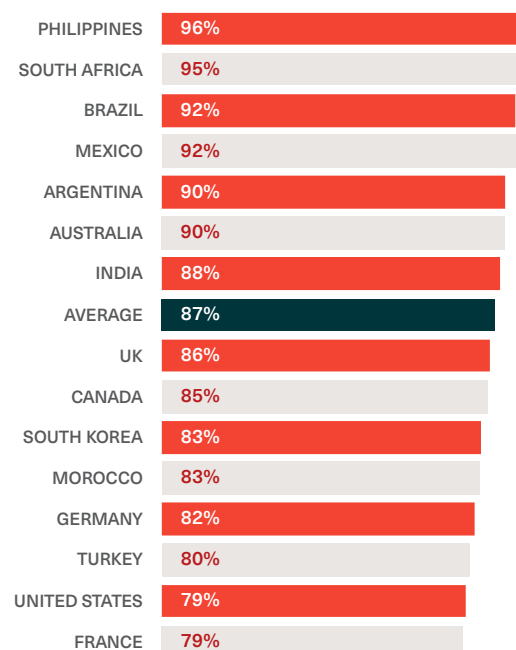


## HOW IMPORTANT IS TRANSPORT TO EACH OF THESE IN YOUR COUNTRY? COUNTRY COMPARISONS

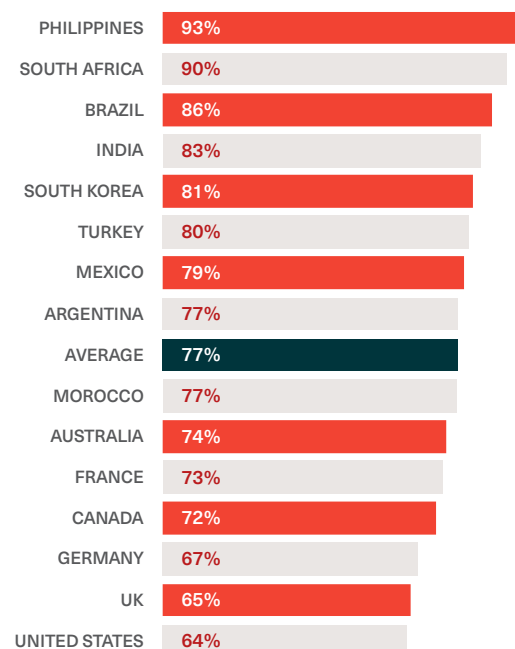
### Coping with emergencies



### Connecting rural communities



### Reducing economic inequality



### Acting on climate change

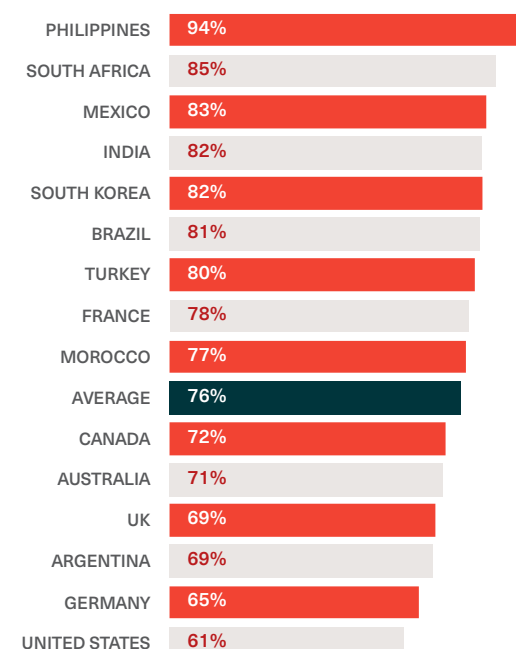
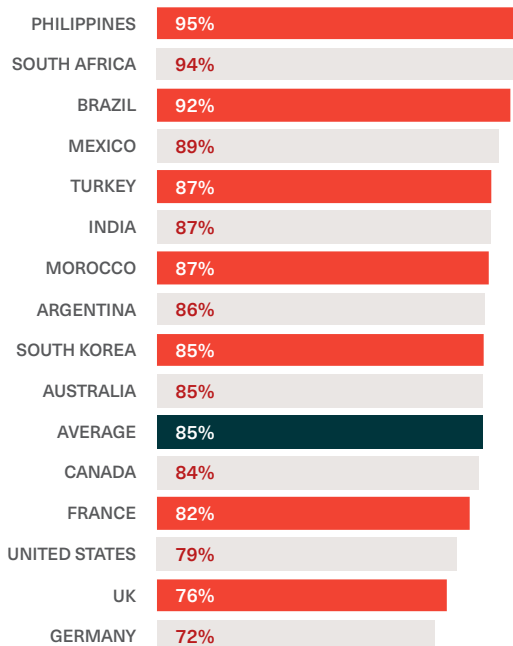
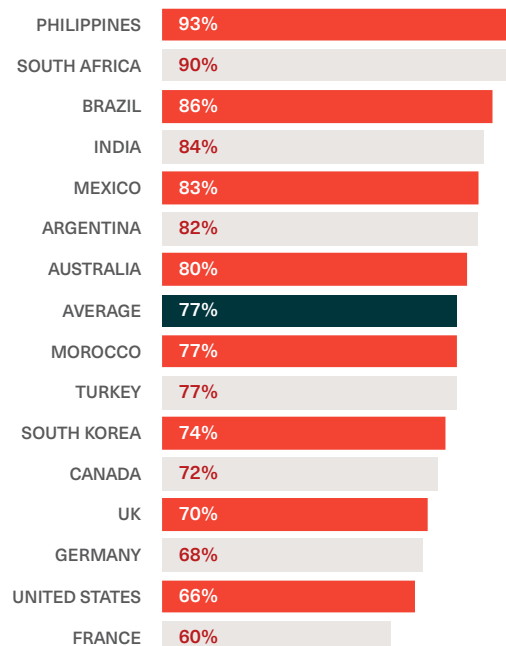


Figure 6, Question 8: To what extent or not do you think transport is important for each of the following in your country? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only combined results for 'very' and 'fairly' important shown. Countries ordered from highest to lowest figure for the combined 'important' total.

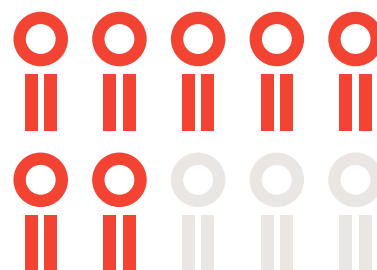
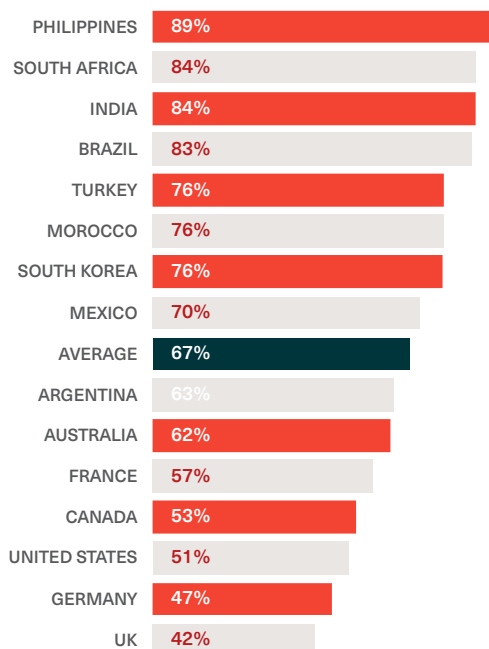
## Improving life in cities



## Uniting people



## National identity



**SEVEN OUT OF TEN  
(70%) OF YOUNGER  
WORKERS WERE MORE  
LIKELY THAN ANY AGE  
GROUPS TO THINK  
THAT TRANSPORT  
WAS IMPORTANT TO  
ACHIEVING STRONG  
NATIONAL IDENTITY.**

# 1.4 IMPORTANCE OF SOCIAL SERVICES

## Q. How important or not are the following public services to you? (Total 'Important')

How important or not are the following public services to you?

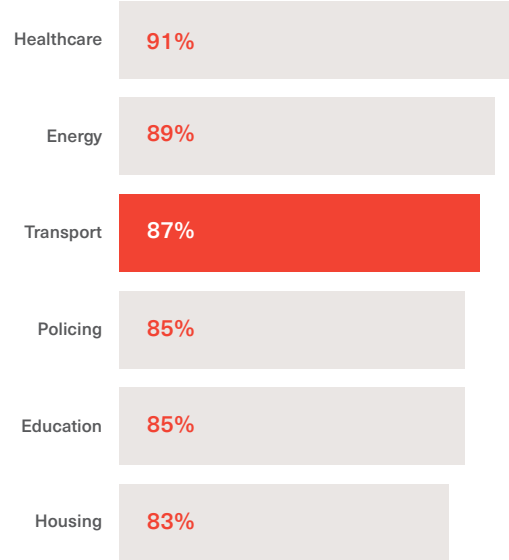


Figure 7, Question 7: How important or not are the following public services to you? N=16464. Only combined figure for 'very' and 'fairly' important shown. Results ordered from highest to lowest figure for the combined 'important' total.

Almost nine in 10 people globally rate transport as in important public service.

At 87%, 'transport' ranks only behind 'healthcare' (91%) and 'energy' (89%) in terms of its importance (ie the third most important public service). It is considered to be an important public service by more people than 'education' (85%), 'policing' (85%) or 'housing' (83%).

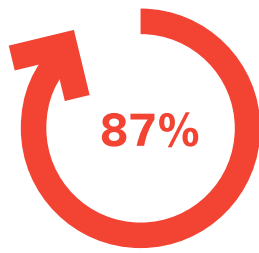
Over half (53%) of people considered transport to be a very important public service.

Older people are more likely to consider transport an important public service.

91% of those aged 55+ consider transport to be an important public service, +4% on those aged 35-54 (87%) and +7% on those aged 18-34 (84%).

Young workers (87%) were slightly more likely than their general age cohort (84% of those aged 18-34) to consider transport to be an important public service.

Despite the difference, more than eight in ten people, regardless of age group, believe public transport to be an important public service.



## 87% OF PEOPLE GLOBALLY RATE TRANSPORT AS IN IMPORTANT PUBLIC SERVICE.

Women were only slightly more likely than men to consider transport to be important.

88% of women compared to 86% of men consider transport to be an important public service to them. Women (54%) were also more likely than men (52%) to consider it to be very important.

**At least three-quarters of people in each country consider transport to be an important public service to them.**

While those in the Philippines (96%) were the most likely, South Africa (94%), Brazil (93%), Mexico (90%) and India (90%) also had at least one in nine people in their population who believe transport is an important public service to them.

Those in Germany (76%) were the least likely to consider transport to be an important public service to them, but at more than three-quarters of the population this is still a significant majority. Excluding Germany, at least one in eight (the United States, 81%) consider transport to be an important public service.

**At least eight in ten people in each region believes that transport is an important public service.**

While those in APAC (91%), Africa (90%) and Latin America (90%) are the most likely to believe that transport is an important public service, this only drops to 87% in the G20, 85% in North America and 82% in Europe.

Those in Africa (69%) and Latin America (67%), however, were far more likely to believe it was a very important public service (these figures compare to the global average of 53%, and APAC which was the next highest at 55%).

### How important is 'transport' to you?

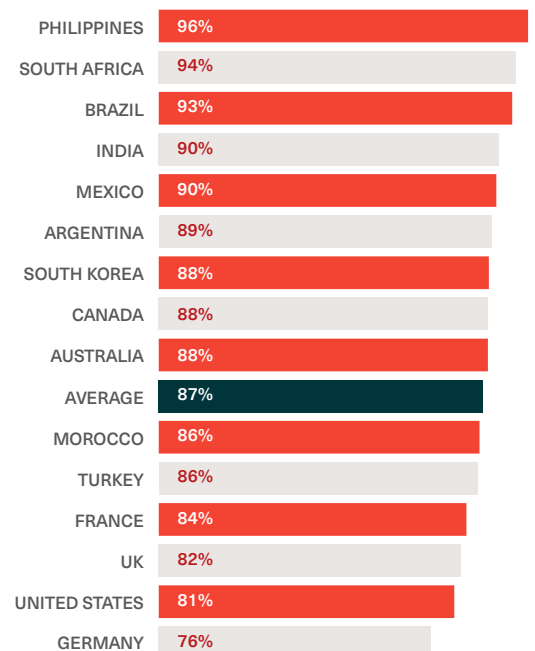


Figure 8, Question 7: How important or not are the following public services to you? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only combined transport results for 'a great deal' or 'to some extent'. Countries ordered from highest to lowest figure.

# ANALYSIS

## SECTION 2: GLOBAL ANXIETY ABOUT TRANSPORT



56%

**56% OF PEOPLE ARE CONCERNED ABOUT CHAOS AND DELAYS THE NEXT TIME THEY TRAVEL.**

**People are worried about transport, and front of mind are concerns about cost and delays.**

The most commonly selected concerns around transport for the people in this poll were both related to cost: rising fuel costs (82%) and the cost of transport (71%). More than half (59%) are worried about the access and affordability of public transport.

Concerns, however, were not limited to increasing transport expenses – people also worried about disruption and delays. Over half (56%) said that they are concerned about chaos and delays the next time they travel. These concerns about disruption in their travel plans have led to one in three people being concerned about the number of staff at stations or on trains (39%) or at airports or on planes (36%). A further 64% of people – or almost two in three – are worried about shortages of goods in shops because of supply chain disruption.

In addition, half of people (50%) are worried about 'driverless cars, trucks and trains'.

Although concerns about cost and disruption are almost universal, there are more isolated concerns and worries amongst the global population. While two-thirds (66%) of people globally are concerned about the impact of transport emissions on climate change, this rises to a staggering 88% of those in the Philippines.

Despite these results, the global population is split on their attitude towards their government's handling of transport. While almost half (48%) believe that their government is handling transport badly, almost as many (43%) believe they are handling it well. In terms of the country level data, around half the countries have a majority who believe that their government is handling transport badly (Argentina, Brazil, France, Germany, Mexico, South Africa & the UK), while slightly less believe they are handling it well (Australia, India, Morocco, The Philippines & South Korea).





# 2.1 TRANSPORT WORRIES

## Q. Personally, how worried are you about the following transport issues in your country?

### How worried are you about these transport issues?

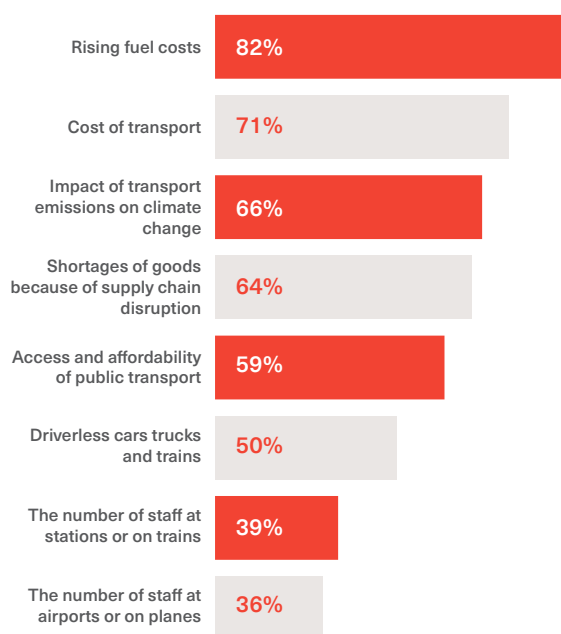


Figure 9, Question 1: Personally, how worried are you about the following transport issues in your country? N=16464. Only combined figure for 'very' and 'somewhat' worried shown. Results ordered from highest to lowest figure for the combined 'worried' total.

**The increasing cost of transport – be it fuel or transport in general – worries a large proportion of the global population.**

From the list provided, the transport issues people were most likely to worry about were rising fuel costs (82%) and cost of transport (71%).

Over half (59%) of people were very worried about rising fuel costs, while 39% were very worried about the cost of transport.

The next most common 'worries' were:

- Impact of transport emissions on climate change (66%)
- Shortages of goods in shops because of supply chain disruption (64%)
- Access and affordability of public transport (59%)
- Driverless cars trucks and trains (50%)
- The number of staff at stations or on trains (39%)
- The number of staff at airports or on planes (36%)

**Those in Africa were more likely to be worried about these transport concerns.**

On average, those in Africa (65%) are more likely to be worried about these transport concerns. This is followed by 61% of those in Latin America and 60% of those in APAC, and compares to 58% of those globally, 57% in the G20 and far fewer in Europe (53%) and North America (54%).



## **WOMEN (84%) WERE MORE LIKELY THAN MEN (80%) TO BE WORRIED ABOUT RISING FUEL COSTS.**

### **SIGNIFICANT DIFFERENCES IN KEY COHORTS**

Those aged 55+ were more likely than younger cohorts to be concerned about the issues focused on cost ('cost of transport' and 'rising cost of fuel') along with 'driverless cars/trucks/trains'. Young workers tended to be more likely to be worried about each of the items than their general age cohort or the global average

Women were more likely than men to be worried about each of the transport issues listed. On average, across the eight items listed, 60% of women were worried compared to 56% of men. The largest difference was for 'the impact of transport emissions on climate change' (women were +7% on men).

The table below discusses these differences.

---

#### **RISING FUEL COSTS (82%)**

- Eight in ten (82%) are worried about this, with more than half (59%) being very worried.
- Those aged 55+ were the most likely to be worried (86%) followed by those aged 35-54 (83%) and 18-34 (77%).
- Young workers (80%) were slightly more worried than their general age cohort.
- Women (84%) were more likely than men (80%) to be worried about this.

---

#### **COST OF TRANSPORT (71%)**

- Seven in every ten (71%) people are worried about this, with more than one in three (39%) people globally being very worried.
- Those aged 35-54 and 55+ (both 72%) were only slightly more likely than those aged 18-34 (69%) to be worried.
- Young workers (71%) were again only slightly more likely than their general age cohort to be worried.
- Women (73%) were again more likely than men (69%) to be worried about this.

---

#### **IMPACT OF TRANSPORT EMISSIONS ON CLIMATE CHANGE (66%)**

- Two in three (66%) people globally are worried about this and more than one in three are very worried (35%).
- Those aged 18-34 or 35-54 (both 66%) were slightly more likely to be worried than those aged 55+ (64%).
- Young workers (68%) were more likely to be worried than any of the age groups or the global average.
- Women (69%) were significantly more likely to be worried than men (62%).

---

### **SHORTAGES OF GOODS IN SHOPS BECAUSE OF SUPPLY CHAIN DISRUPTION (64%)**

- Almost two-thirds (64%) of people globally are worried about this, including 32% who are very worried.
- There were no real differences between the age cohorts, although young workers (66%) were slightly more likely than the global average to be worried.
- Women (67%) were again significantly more likely than men (61%) to be worried about this.

---

### **ACCESS AND AFFORDABILITY OF PUBLIC TRANSPORT (59%)**

- More than half of people (59%) are worried about this, while more than a quarter (28%) are very worried.
- Those aged 18-34 (61%) were the most likely to be worried, followed by those aged 35-64 (60%) and those aged 55+ (55%).
- At 63% young workers were slightly more likely than their general age cohort to be worried about this.
- Women (61%) were slightly more likely than men (57%) to be worried about this.

---

### **DRIVERLESS CARS TRUCKS AND TRAINS (50%)**

- Half (50%) of the global population is worried about this, with one-quarter (25%) being very worried.
- Those aged 55+ (54%) were significantly more likely than those aged 18-34 (48%) or 35-54 (49%) to be worried about this.
- Young workers (49%) did not differ from their general age cohort significantly.
- Women (53%) were significantly more likely than men (47%) to be worried about this.

---

### **THE NUMBER OF STAFF AT STATIONS OR ON TRAINS (39%)**

- More than one third (39%) of people globally are worried about this.
- 40% of those each aged 18-34 and 35-54 are worried about this compared to 36% of those aged 55+.
- Young workers (41%) were again slightly more likely to be worried about this.
- Men (39%) and women (38%) did not differ significantly.

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### **THE NUMBER OF STAFF AT AIRPORTS OR ON PLANES (36%)**

- Just over one third (36%) of people globally are worried about this.
- There were no significant differences between the age cohorts, although young workers (40%) are slightly more likely than the global average to be worried about this.
- 36% of both men and women were worried about this.



## SIGNIFICANT DIFFERENCES BY COUNTRY:

For each of the items below South Africa and the Philippines were either the most, or second most likely to be worried. On average across the eight items 76% of those in the Philippines and 74% of those in South Africa were worried, compared to the global average of 58%.

In all but two items (where the United States were least likely) South Korea was the country least likely to be worried about these transport issues. Overall, on average across the eight items, just 46% of those in South Korea are worried about these issues.

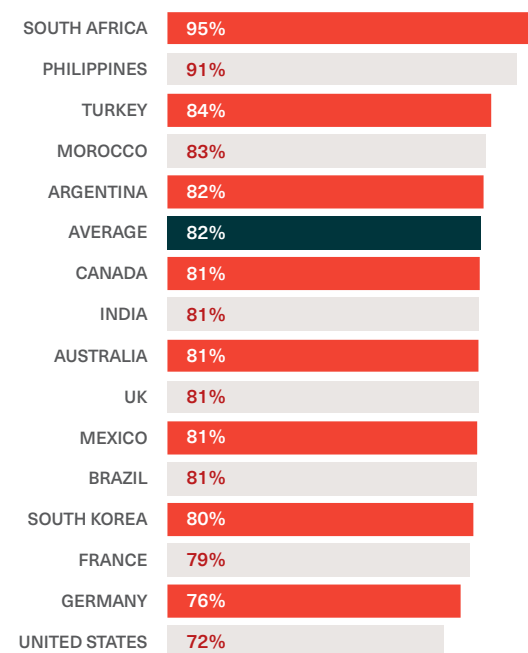
The table below demonstrates these differences.

MORE LIKELY TO BE WORRIED		LESS LIKELY TO BE WORRIED	
RISING FUEL COSTS (82%)			
↑	South Africa (95%) The Philippines (91%) Turkey (84%)	↓	The United States (72%) Germany (76%) France (79%)
COST OF TRANSPORT (71%)			
↑	South Africa (90%) The Philippines (84%) Brazil (79%)	↓	South Korea (60%) The UK (63%) The United States (64%)
IMPACT OF TRANSPORT EMISSIONS OF CLIMATE CHANGE (66%)			
↑	The Philippines (88%) South Africa (77%) India (76%)	↓	The United States (53%) Germany (54%) The UK (55%)
SHORTAGES OF GOODS IN SHOPS BECAUSE OF SUPPLY CHAIN DISRUPTION (64%)			
↑	The Philippines (85%) South Africa (79%) Argentina & Mexico (69%)	↓	South Korea (44%) France (56%) The UK (56%)
ACCESS AND AFFORDABILITY OF PUBLIC TRANSPORT (59%)			
↑	South Africa (78%) The Philippines (73%) Brazil (72%)	↓	South Korea (45%) The United States (46%) Canada (48%)
DRIVERLESS CARS/TRUCKS/TRAINS (50%)			
↑	The Philippines (70%) South Africa (64%) India (57%)	↓	South Korea (33%) Turkey (35%) Germany (44%)
THE NUMBER OF STAFF AT STATIONS OR ON TRAINS (39%)			
↑	South Africa (62%) The Philippines (58%) India (54%)	↓	South Korea (22%) Canada (25%) Turkey (25%)
THE NUMBER OF STAFF AT AIRPORTS OR ON PLANES (36%)			
↑	The Philippines (55%) South Africa (47%) India (43%)	↓	South Korea (20%) Turkey (24%) The UK (26%)

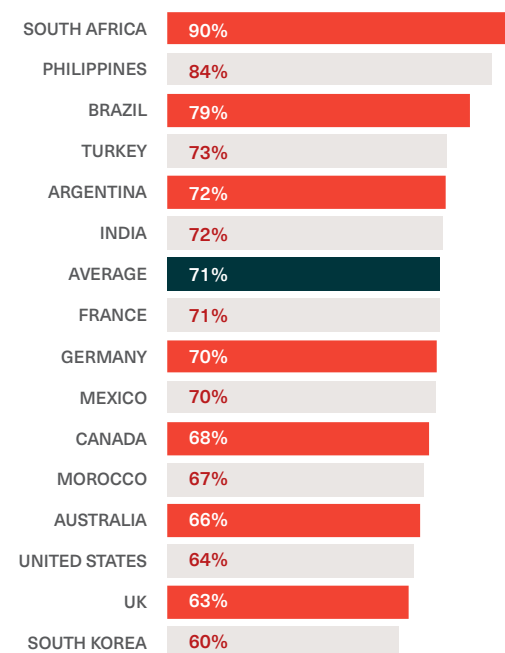


## HOW WORRIED ARE YOU ABOUT THE FOLLOWING TRANSPORT ISSUES? COUNTRY COMPARISONS

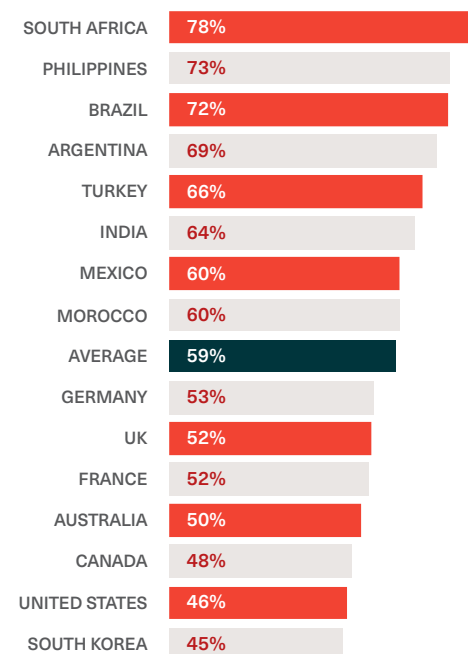
### Rising fuel prices



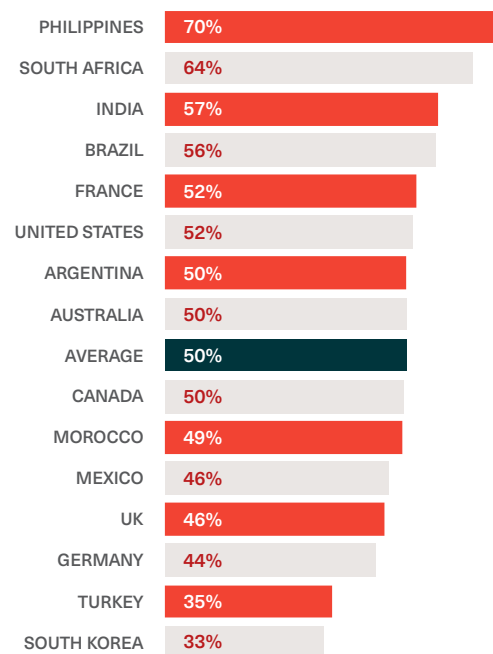
### The cost of transport



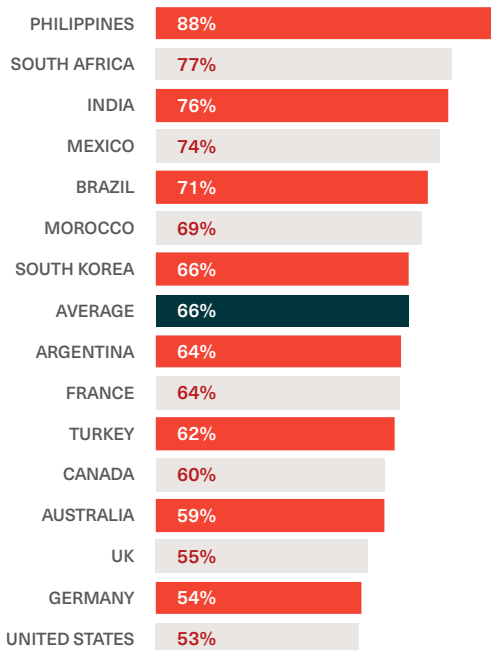
### Access & affordability of public transport



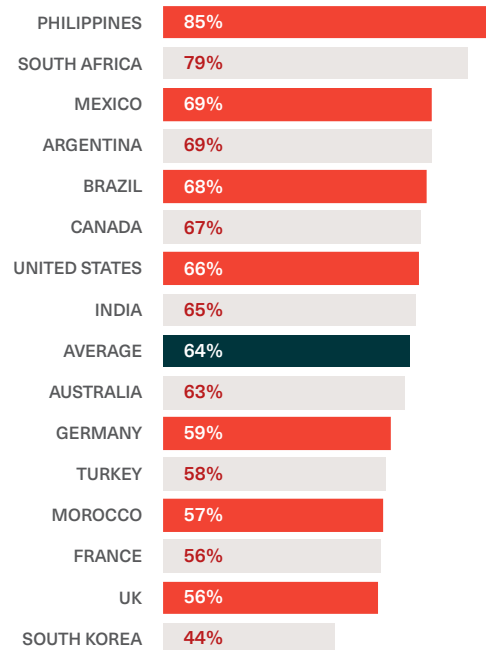
### Driverless cars etc.



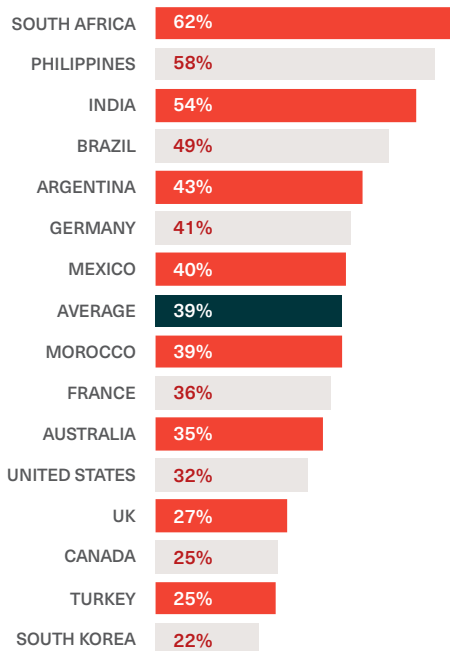
## Transport emissions & climate change



## Supply chain disruption



## The no. of staff at train stations/on trains



## The no. of staff at airport/on planes

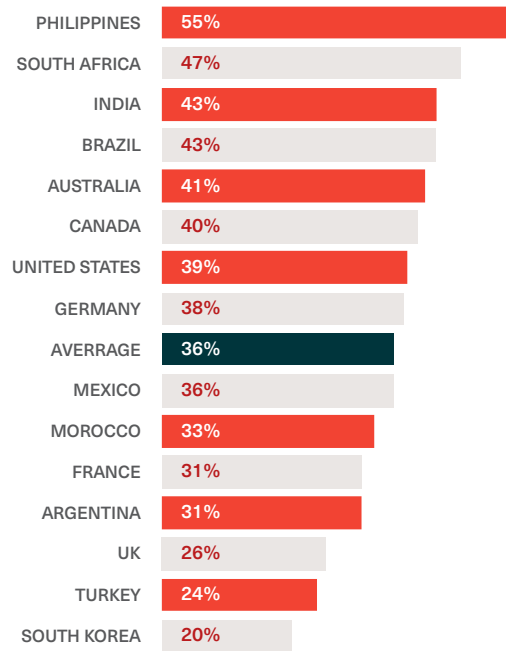


Figure 10, Question 1: Personally, how worried are you about the following transport issues in your country? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only combined results for 'very' and 'somewhat' worried shown. Countries ordered from highest to lowest figure for the combined 'worried' total.

## 2.2 WORRIES ABOUT TRANSPORT DELAYS

### Q. Thinking about the next time you travel to see friends or family, how worried are you about chaos and delays in your journey by road, rail, bus or airplane?

**More than half of people are worried about chaos and delays in their journey the next time they travel to see friends or family.**

56% of people globally are worried about chaos or delays in their journey the next time they travel by road, rail, bus or airplane to see friends or family. Almost one-quarter (24%) are very worried.

**Younger people, and particularly young workers, are more likely to be worried about chaos and delays in their journey.**

60% of people aged 18-34 are worried about chaos or delays the next time they travel. This rises to 64% - or almost two thirds – of young workers.

Older people were less likely to be worried, with 56% of those aged 35-54 and just 50% of those aged 55+ stating they were worried about chaos and delays in their journey the next time they travel.

**Men and women did not differ significantly from each other in their likelihood to be worried.**

57% of women, and almost as many men (55%) are worried about chaos and delays in their journey the next time they travel.

**There is great disparity in the level of worry about delays and chaos between the countries included in this poll.**

Those in the Philippines (79%) and South Africa (79%), and to a lesser extent India (73%) and Mexico (72%) were more likely than the global average to be worried about chaos and delays in their next travel journey.

Those in the European countries of France (39%), the UK (40%), Germany (42%), as well as the United States (43%) were far less likely to be worried.

**Those in Africa, APAC and Latin America were again the regional groupings most likely to be worried, this time about chaos and delays in their journey.**

More than two-thirds of those in Africa (69%) and Latin America (67%), and almost as many in APAC (63%) are worried about chaos and delays in their journey the next time they travel to see family and friends. This is significantly more than the global average of 56% and far more than North America (46%) and Europe (41%).

Those in the G20 (54%) again reflected the average.

**Are you worried about chaos and delays the next time you travel?**

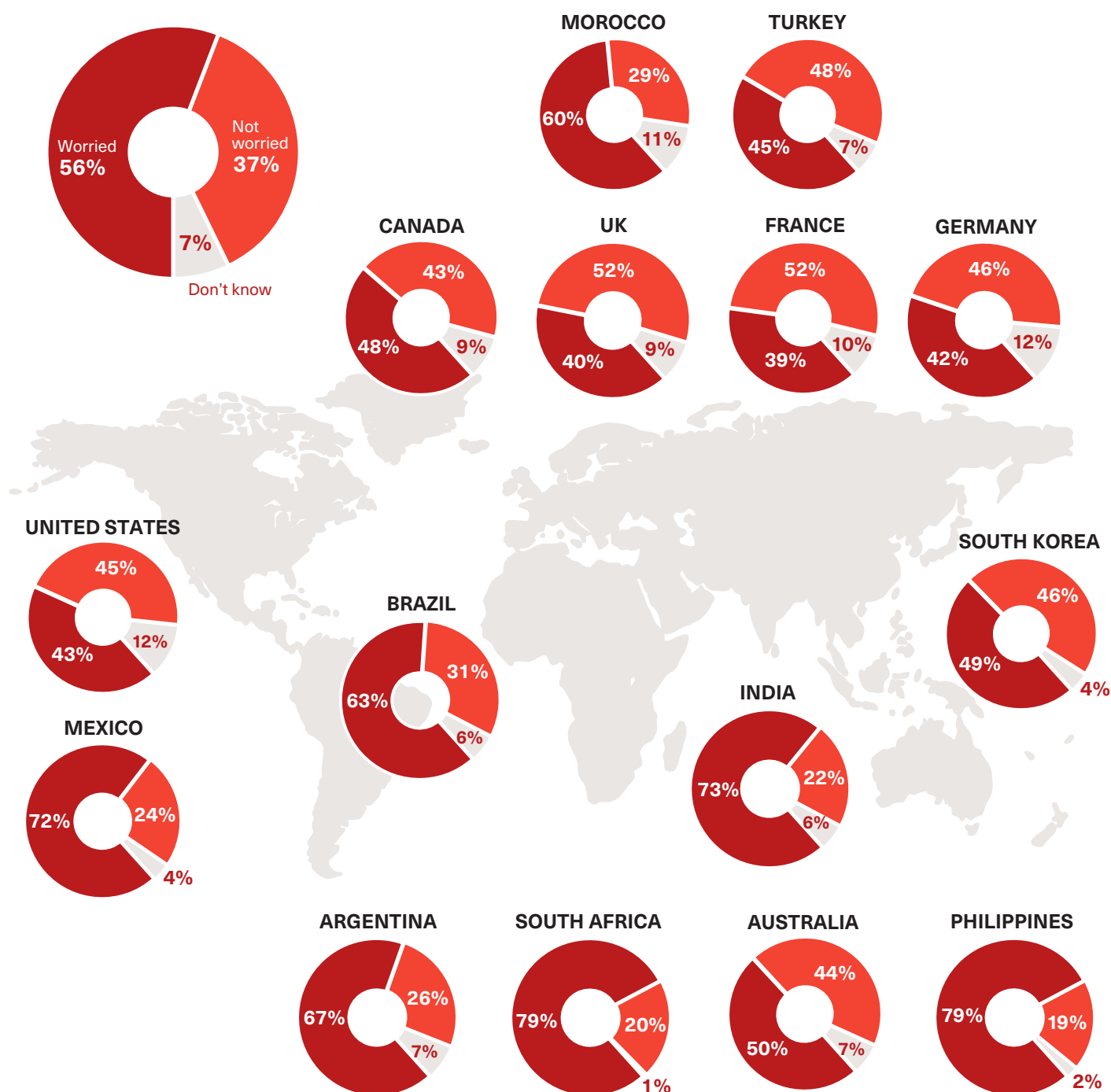


Figure 11, Question 23: Thinking about the next time you travel to see friends or family, how worried are you about chaos and delays in your journey by road, rail, bus or airplane? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only combined results for 'very or 'somewhat' worried. Countries ordered from highest to lowest figure.

## 2.3 GOVERNMENT HANDLING OF SOCIAL SERVICES

**Q. How well or badly do you think the government in your country is handling the following issues:**



**61% OF PEOPLE THINK THE GOVERNMENT IS HANDLING THE ECONOMY BADLY.**

**Globally, close to half of people think their government is handling transport 'badly' (but almost as many think they are handling it 'well').**

Amongst the almost half (48%) of the population who believe their government is handling public transport 'badly', 19% (or almost one in five) believe they are handling it very 'badly'.

Almost as many (43%) believe they are handling it 'well' (10% believe they are handling it very well).

Highlighting this split in opinion, 'transport' was the item least likely to be rated as being handled 'badly' by the government from the list provided. Likewise, transport was the item most likely to be rated as being handled 'well'.

### **Handled 'badly':**

- Economy (61%)
- Climate change (56%)
- Healthcare (54%)
- Education (54%)
- Energy (54%)
- Transport (48%)

### **Handled 'well':**

- Transport (43%)
- Healthcare (41%)
- Education (39%)
- Energy (38%)
- Economy (33%)
- Climate Change (32%)



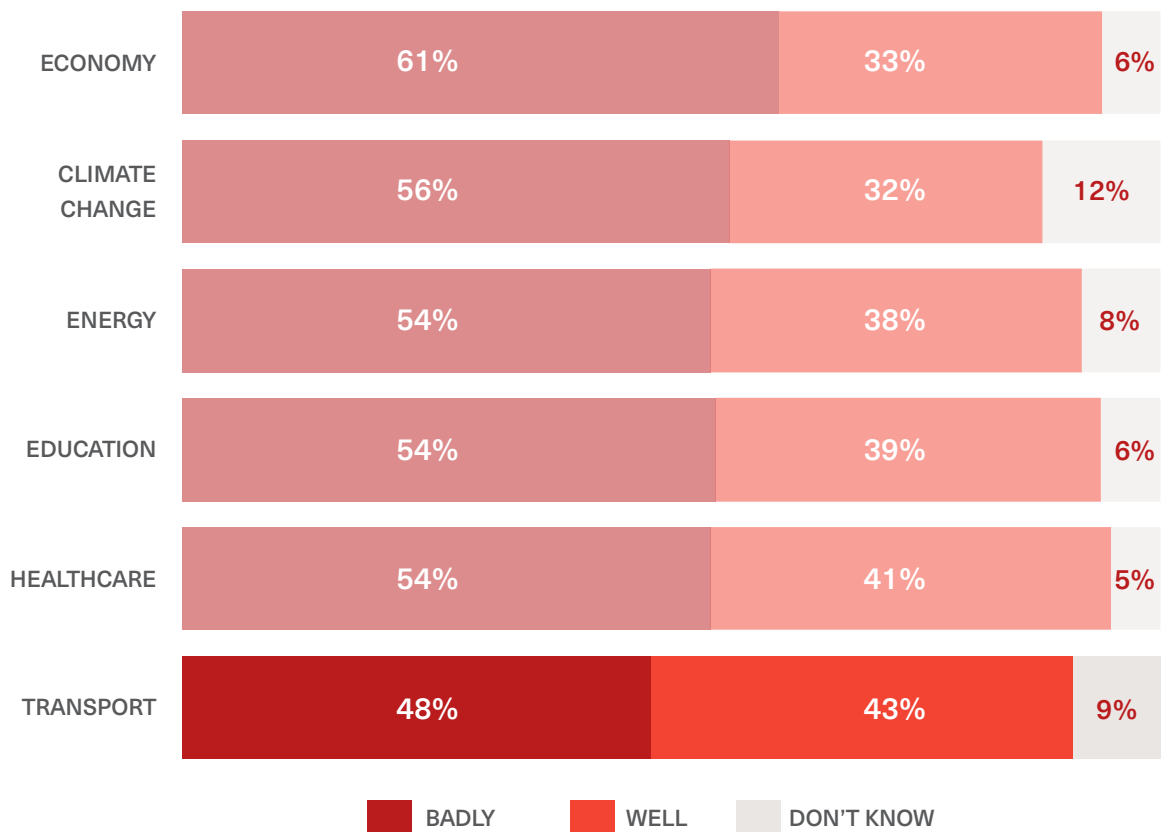


Figure 12, Question 3: How well or badly do you think the government in your country is handling the following issues. N=16464. Results ordered from highest to lowest figure for 'badly' total.

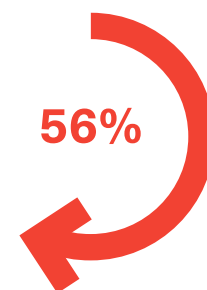
### Older people were more likely to think that the government was handling transport 'badly'.

Over half (52%) of those aged 55+ believe that the government is handling transport badly (just 38% think they are handling it well). This is higher than the global average, and more than to those aged 35-54 (48%) and 18-34 (45%).

Younger workers (46%) were only +1% more likely to think that their government is handling transport badly compared to those in the general 18-34 cohort, and were -2% less likely than the global average. Young workers were actually slightly more likely to believe their government was handling transport 'well' than 'badly' (47% compared to 46% for badly).

**Men were slightly more likely than women to believe their government was handling transport well, but both were more likely to believe they were handling it badly.**

45% of men compared with 41% of women believe that their government is handling transport 'well'. However, the largest proportion of each gender (both 48%) believe they are handling it 'badly'.



**56% OF PEOPLE  
THINK THE  
GOVERNMENT  
IS HANDLING  
CLIMATE  
CHANGE BADLY.**



Some countries were more likely to believe their government was handling transport badly, while others were more likely to believe they were handling it well, as demonstrated in the chart below:

**More likely to believe they are handling it badly:**

- The UK (61%)
- Brazil (60%)
- Argentina (58%)
- South Africa (58%)
- Germany (56%)
- Mexico (55%)
- France (54%)

**More likely to believe they are handling it well:**

- India (69%)
- Morocco (55%)
- South Korea (54%)
- Australia (52%)
- The Philippines (52%)



## How well or badly do you think your government is handling transport?

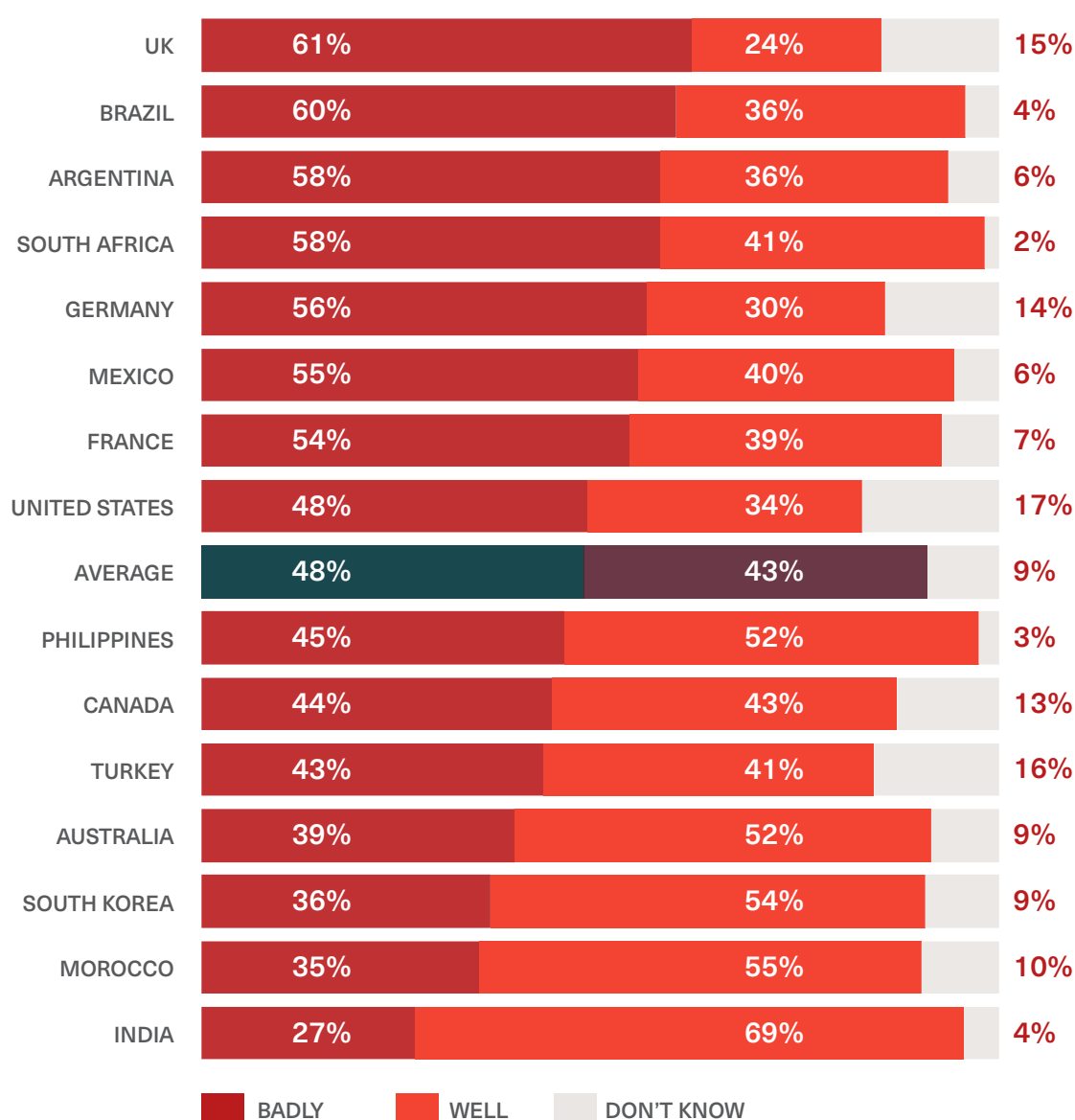


Figure 13, Question 3: How well or badly do you think the government in your country is handling the following issues. N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only transport combined results for 'a great deal' or 'to some extent'. Countries ordered from highest to lowest figure.

**Those in all regions except APAC were more likely than not to believe that their government was handling transport badly.**

More than half of those in Latin America (57%) and Europe (54%) believe that their government is handling transport badly. Although not a majority, those in the G20 (49%) and North America (46%) were more likely than not to believe that their government was handling transport badly.

A majority of those in APAC (57%) believe that their government are handling transport well. While not a majority, those in, Africa (48%) were more likely than not to believe that their government is handling transport 'well'.

# ANALYSIS

## SECTION 3: AN ACTION PLAN FOR GOVERNMENTS AND INVESTORS

**People around the world are calling for greater government investment in transport and for more attention to be given to protecting transport workers.**

The call for greater investment in transport is clear, and none is louder than for those policies which protect transport workers themselves. Almost nine in every ten people support their government implementing policies to protect transport workers from violence and harassment (87%) and laws which improve health and safety (85%). A further 80% would like to see their government implement policies that end abuse of transport workers in supply chains, while 83% want their government to protect transport workers' employment rights.

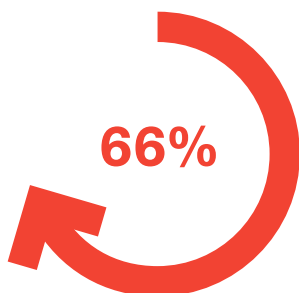
While improving the workplace safety of transport workers is paramount to the people in this poll, they also want their governments to invest in job creation for the transport sector (81%).

In addition to supporting policies that protect transport workers, people globally also want to see greater investment in the transport sector itself, with 75% calling for increased investment in all transport and 83% calling for increased

access to transport. Rail links (49% for both local/commuter rail and long distance) and expanding the capacity of public transport (48%) are considered to be high priorities for this investment. Almost one in three (31%) also considers increased airport capacity to be a high priority.

The global climate crisis is also at the forefront of people's minds. 79% of people wanted their government to put in place plans to lower emissions in the transport sector while also supporting increased investment in sustainable transport (80%). Half (50%) of people consider implementing electric buses (as they are zero emissions) to be a high priority for governments.

There is also a demand for greater investment in public transport, with 40% of people saying they consider making public transport free to be a high priority for their government. When asked directly, 70% of people thought that public transport should be paid for mostly (49%) or entirely (21%) by government. Many also believe that allowing access to public transport within a 10-minute walk (45%) should be a high priority for government.



**OF PEOPLE WOULD LIKE TO SEE THEIR GOVERNMENT NATIONALISE TRANSPORT INFRASTRUCTURE AND OPERATIONS.**







# 3.1 SUPPORT FOR GOVERNMENT TRANSPORT POLICIES

## Q. Would you support or oppose the government in your country doing the following?

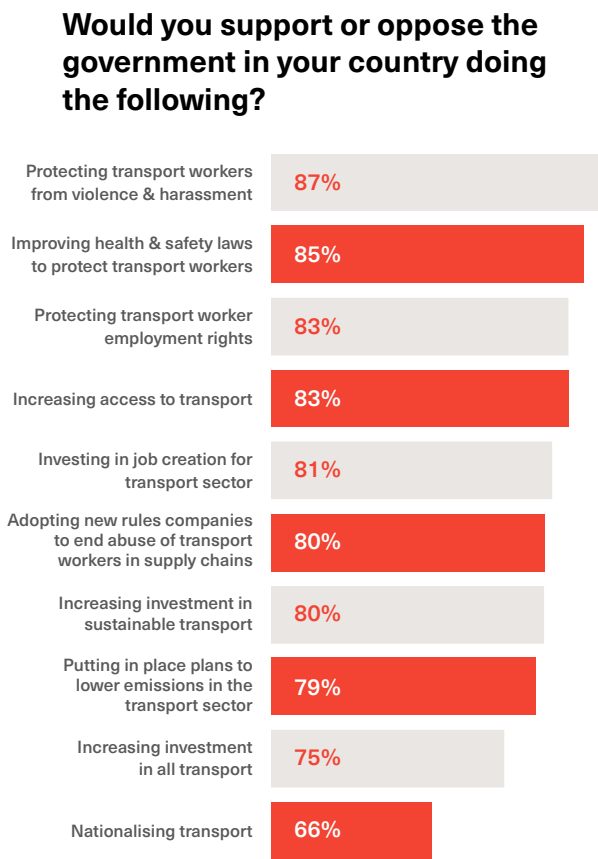


Figure 14, Question 4: Would you support or oppose the government in your country doing the following? N=16464. Only combined results for 'strongly' and 'tend to' support shown. Results ordered from highest to lowest figure for the combined 'support' total.

**There is strong support for governments to implement transport policies.**

At least two in every three people (66%, 'nationalising transport infrastructure and operations') support their government implementing each of the transport policies listed in this poll.

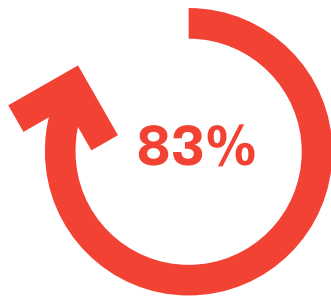
Excluding 'putting in place national plans to lower emissions in the transport sector' (79%) and 'nationalising transport infrastructure and operations' (66%) eight in every ten people support their government implementing these policies.

The most commonly supported policies were:

- 01. Protecting transport workers from violence and harassment (87%)
- 02. Improving health and safety laws to protect transport workers (85%)

Followed by:

- Protecting transport worker employment rights (83%)
- Increasing access to transport (83%)
- Investing in job creation for the transport sector (81%)
- Increasing investment in sustainable transport (80%)
- Ending abuse of transport workers in supply chains (80%)
- Putting in place national plans to lower emissions in the transport sector (79%)
- Increasing investment in all transport (75%)
- Nationalising transport infrastructure and operations (66%)



## **OF PEOPLE SUPPORT INCREASING ACCESS TO TRANSPORT, WHILE 48% STRONGLY SUPPORT IT.**

### **SIGNIFICANT DIFFERENCES KEY COHORTS:**

While there was strong support for these policies regardless of age or gender, there were some differences between the cohorts. Those aged 55+, and to a lesser extent those aged 35-54 were more likely to support each of these than those aged 18-34 (except for 'nationalising transport infrastructure and operations', where those aged 18-34 were more likely).

For all but one policy ('increasing investment in all transport') women were more likely or as likely as men to support the policy.

Young workers were more likely than their general age, and were often – not always – more likely than the global average, to support each policy.

The table below discusses these differences.

---

### **PROTECTING TRANSPORT WORKERS FROM VIOLENCE AND HARASSMENT (87%)**

- Almost one in nine people (87%) supports this, with more than half (58%) strongly supporting it.
- People aged 55+ (91%) and 35-54 (87%) were slightly more likely than those aged 18-34 (82%) to support this.
- Young workers (86%) were more likely than their general age cohort to support this (but slightly less likely than the global average).
- Women (88%) were only slightly more likely than men (86%) to support this.

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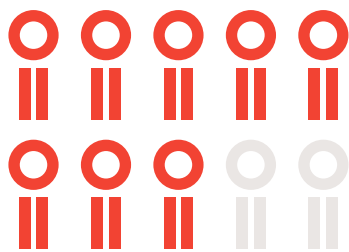
### **IMPROVING HEALTH AND SAFETY LAWS TO PROTECT TRANSPORT WORKERS (85%)**

- This was supported by more than eight in ten (85%) and strongly supported by more than half (51%) of people globally.
- Again, the older the person the more likely they were to support this, with 87% of those aged 55+, 85% of those aged 35-54 and 82% of those aged 18-34 supporting this.
- Young workers (85%) were slightly more likely than their general age cohort to support this (but just as likely as the global population).
- Women (86%) were again only slightly more likely than men (83%) to support this.

---

### **INCREASING ACCESS TO TRANSPORT (83%)**

- One in eight (83%) people supports this while almost half (48%) strongly support it.
- Those aged 55+ (87%) and 35-54 (84%) were again far more likely than those aged 18-34 (78%) to support this.
- Young workers (83%) were again slightly more likely than their general age cohort to support this (but just as likely as the global population).
- 83% of both men and women support this.



## **EIGHT IN TEN PEOPLE SUPPORT INCREASING INVESTMENT IN SUSTAINABLE TRANSPORT.**

---

### **PROTECTING TRANSPORT WORKER EMPLOYMENT RIGHTS (83%)**

- Eight in every ten people (83%) support this, with 48% strongly supporting it.
- Those aged 55+ (85%) were slightly more likely than those aged 35-54 (83%) and 18-34 (80%) to support this.
- Young workers (84%) were more likely than their general age cohort and the global population to support this.
- Women (84%) were slightly more likely than men (81%) to support this.

---

### **INVESTING IN JOB CREATION FOR TRANSPORT SECTOR (81%)**

- 81% of people support this, with 43% strongly supporting it.
- Those aged 55+ (84%) were again more likely than both those aged 35-54 (82%) and 18-34 (78%) to support this.
- Young workers (82%) were slightly more likely than their general age cohort and the global average to support this.
- 81% of both men and women support this.

---

### **INCREASING INVESTMENT IN SUSTAINABLE TRANSPORT (80%)**

- Eight in ten (80%) people support this, with 44% strongly supporting it.
- Those aged 55+ (84%) and 35-54 (80%) were far more likely than those aged 18-34 (76%) to support this.
- Young workers (81%) were slightly more likely than their general age cohort to support this.
- 80% of both men and women support this.

---

### **END ABUSE OF TRANSPORT WORKERS IN SUPPLY CHAINS (80%)**

- 80% of people support this, while nearly half (46%) strongly support it.
- Those aged 55+ (83%) support this, compared with 81% of those aged 35-54 and 77% of those aged 18-34.
- Young workers (82%) were again slightly more likely than their general age cohort, but less likely than the global average, to support this.
- Women (81%) were slightly more likely than men (79%) to support this.

---

### **PUTTING IN PLACE NATIONAL PLANS TO LOWER EMISSIONS IN THE TRANSPORT SECTOR (79%)**

- Just fewer than eight in every ten (79%) people support this, with almost half (44%) strongly supporting it.
- Those aged 55+ (80%) and 35-54 (79%) were more likely than those aged 18-34 (76%) to support this.
- Young workers (81%) were again slightly more likely than their general age cohort, but less likely than the global average to support this.
- 79% of both men and women support this.




---

### **INCREASING INVESTMENT IN ALL TRANSPORT (75%)**

- Three-quarters (75%) of people support this, with 37% strongly supporting it (notably less than those who strongly supported investing in sustainable transport).
  - Those aged 55+ (79%) were once again far more likely to support this compared with those aged 18-34 (70%) and slightly more likely than those aged 35-54 (76%).
  - Young workers (75%) were slightly more likely than their general age cohort, but less likely than the global average, to support this.
  - Men (77%) were more likely than women (73%) to support this (the only time this was the case amongst these policies).
- 

### **NATIONALISING TRANSPORT INFRASTRUCTURE AND OPERATIONS (66%)**



















- Two in every three (66%) people support this, with more than one-third (34%) strongly supporting it.
- This policy was the only one where those aged 18-34 (70%) were more likely than those aged 35-54 (69%) or 55+ (58%) to support it.
- Young workers (73%) were even more likely to support this.
- 66% of both men and women support this.

## SIGNIFICANT DIFFERENCES BY COUNTRY:

For all but one policy ('investing in job creation for the transport sector') those in the Philippines were most likely to support the policy. Those in South Africa, Mexico and Brazil also commonly featured in the top three most likely countries to support these policies.

In all but two examples ('protecting workers from violence and harassment' and 'nationalising transport infrastructure and operations') those in the United States were the least likely to support the policy.

The table below demonstrates these differences.

MORE LIKELY TO SUPPORT	LESS LIKELY TO SUPPORT
<b>PROTECTING TRANSPORT WORKERS FROM VIOLENCE AND HARASSMENT (87%)</b>	
 The Philippines (96%) South Africa (95%) Mexico & Brazil (both 89%)	 Germany (78%) The United States (78%) France & India (both 84%)
<b>IMPROVING HEALTH AND SAFETY LAWS TO PROTECT TRANSPORT WORKERS (85%)</b>	
 The Philippines (95%) South Africa (93%) Mexico (90%)	 The United States (74%) Germany (75%) France (76%)
<b>INCREASING ACCESS TO TRANSPORT (83%)</b>	
 The Philippines (93%) South Africa (91%) Brazil (89%)	 The United States (70%) Germany (74%) Argentina (78%)
<b>PROTECTING TRANSPORT WORKER EMPLOYMENT RIGHTS (83%)</b>	
 The Philippines (94%) South Africa (91%) Mexico (88%)	 The United States (71%) The UK (75%) France (76%)
<b>INVESTING IN JOB CREATION FOR TRANSPORT SECTOR (81%)</b>	
 South Africa (94%) The Philippines (93%) Brazil (89%)	 The United States (68%) Germany (70%) The UK (72%)
<b>INCREASING INVESTMENT IN SUSTAINABLE TRANSPORT (80%)</b>	
 The Philippines (92%) South Africa (88%) Mexico (85%)	 The United States (64%) Germany (72%) France & Canada (both 77%)
<b>INCREASING INVESTMENT IN ALL TRANSPORT (75%)</b>	
 The Philippines (88%) South Africa (86%) Mexico (82%)	 The United States (62%) Germany (63%) France (66%)
<b>END ABUSE OF TRANSPORT WORKERS IN SUPPLY CHAINS (80%)</b>	
 The Philippines (88%) South Africa (86%) Mexico (82%)	 The United States (62%) Germany (63%) France (66%)
<b>PUTTING IN PLACE NATIONAL PLANS TO LOWER EMISSIONS IN THE TRANSPORT SECTOR (79%)</b>	
 The Philippines (92%) South Africa (90%) Mexico (87%)	 The United States (68%) Germany (69%) South Korea (72%)



## NATIONALISING TRANSPORT INFRASTRUCTURE AND OPERATIONS (66%)



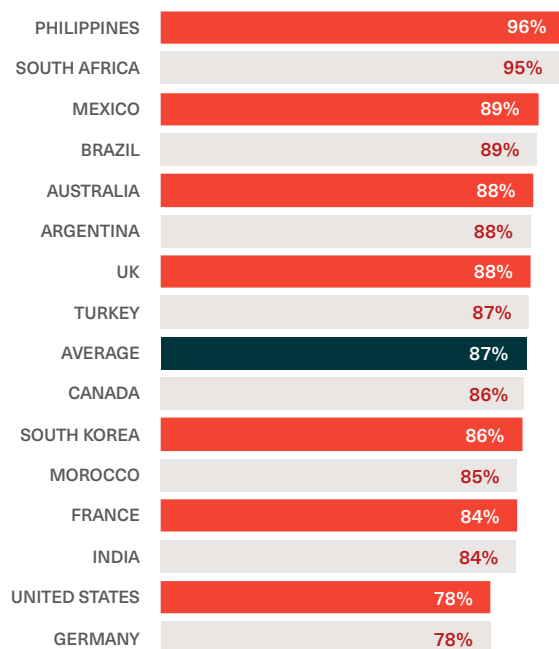
The Philippines (92%)  
India (81%)  
Turkey (80%)



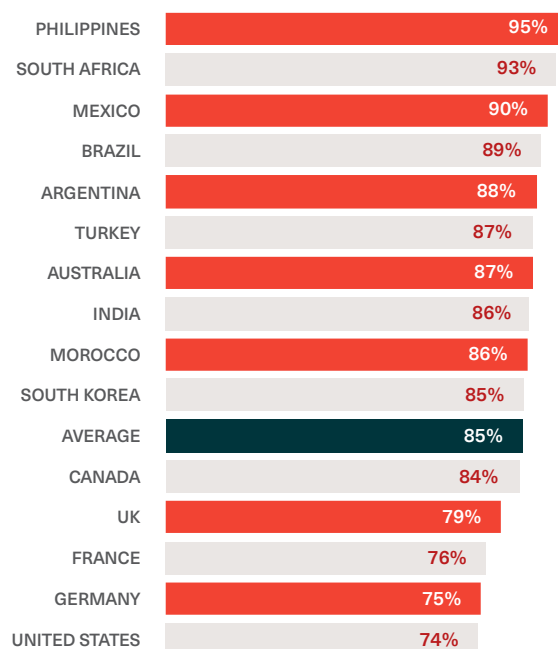
Germany (45%)  
The United States (49%)  
France and South Korea (both 58%)

## WOULD YOU SUPPORT OR OPPOSE THE GOVERNMENT IN YOUR COUNTRY DOING THE FOLLOWING? COUNTRY COMPARISONS

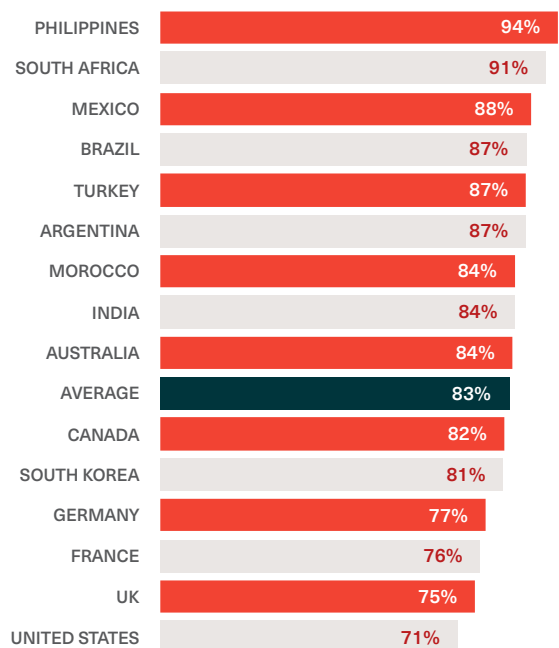
### Protecting transport workers from violence & harassment



### Improving health & safety laws to protect transport workers



### Protecting transport worker employment rights



### Increasing access to transport

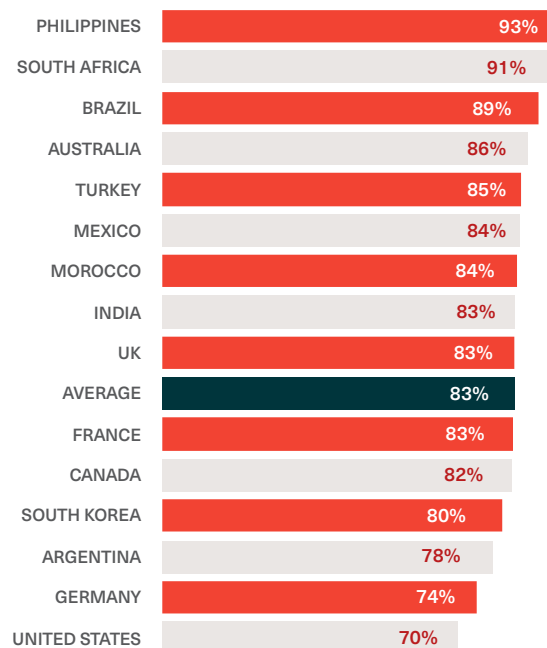
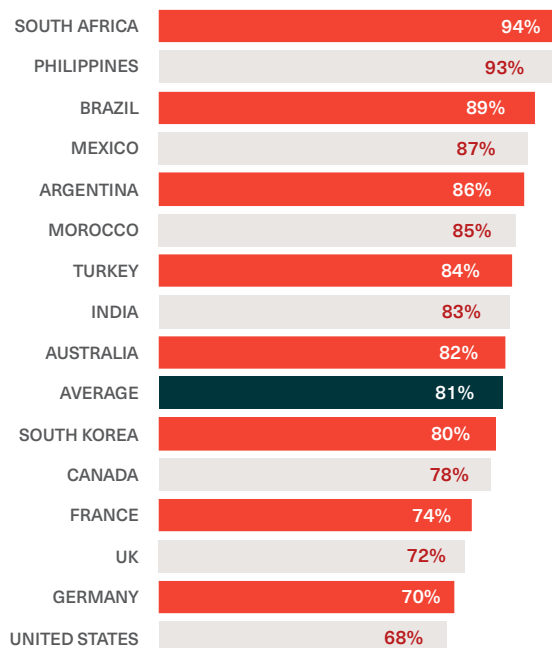
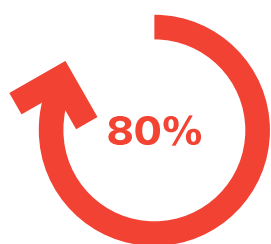
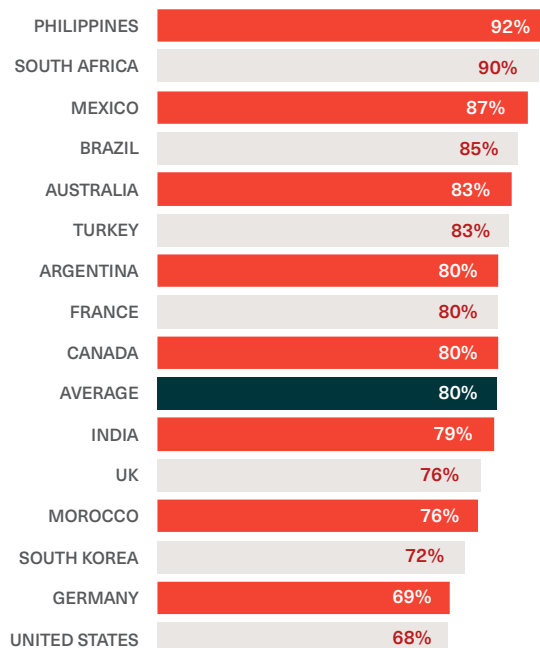


Figure 15, Question 4: Would you support or oppose the government in your country doing the following? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only combined results for 'strongly' and 'tend to' support shown. Countries ordered from highest to lowest figure for the combined 'support' total.

## Investing in job creation for transport sector

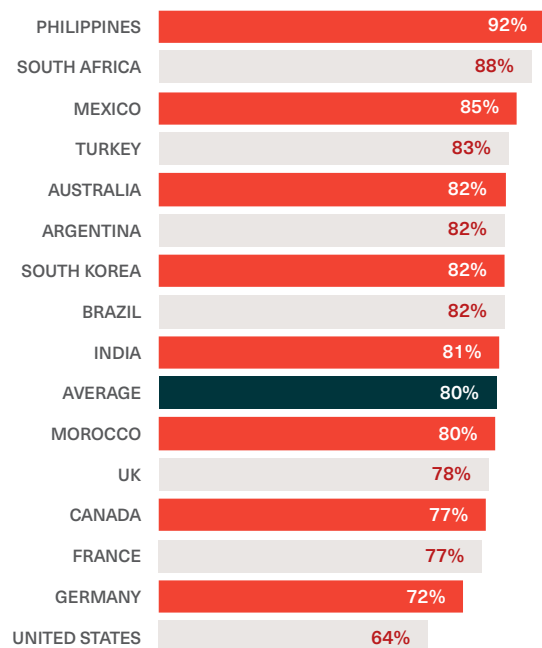


## End abuse of transport workers in supply chains

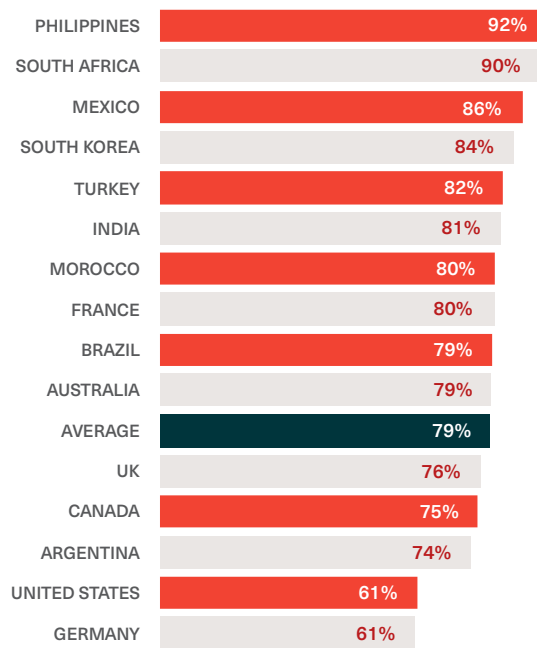


**ON AVERAGE 80% OF PEOPLE IN COUNTRIES SURVEYED SUPPORT TO END ABUSE OF TRANSPORT WORKERS IN SUPPLY CHAINS.**

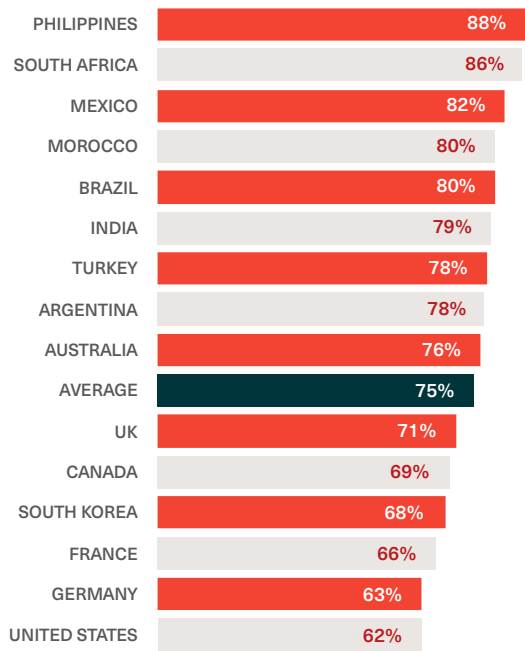
## Increasing investment in sustainable transport



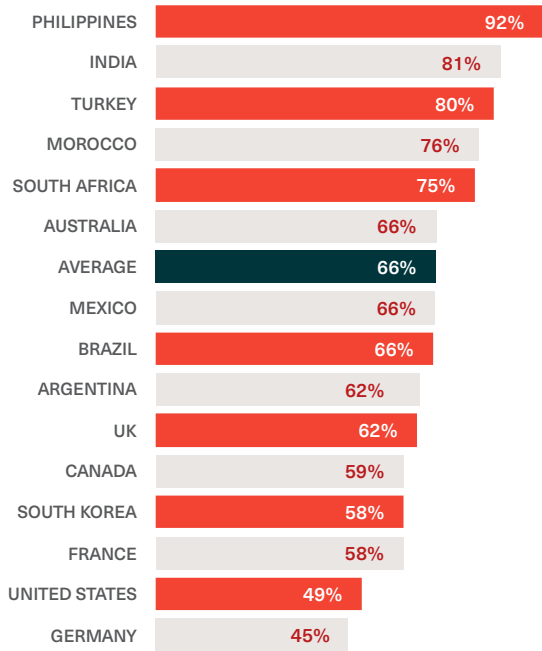
## Plans to lower emissions in the support sector



### Increasing investment in all transport



### Nationalising transport



**On average, more than seven in ten people support these policies, regardless of their region.**

Although those in the African (85%), APAC (84%) and Latin American (83%) regional groupings were the most likely to support these policies (on average across the ten items), support was still high among those in the G20 (79%), Europe (76%) and North America (72%). These all compare to the global average of 80% support across the ten items.

# 3.2 PRIORITISING TRANSPORT INVESTMENT

Q. Should each of the following transport provisions be high priority, medium priority, or low priority for the government in your country to invest in?

Should these transport provisions be a high priority for the government in your country to invest in?

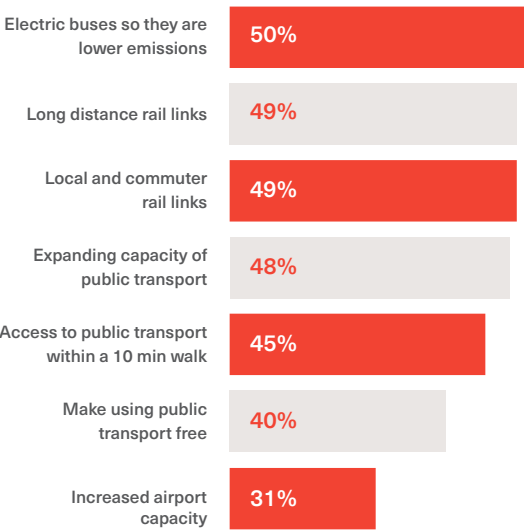


Figure 16, Question 14: Should each of the following transport provisions be high priority, medium priority, or low priority for the government in your country to invest in? N=16464. Only 'high priority' shown. Results ordered from highest to lowest figure for 'high priority'.

At least one third, and as many as one in every two people, believe that these transport provisions should be a high priority for their government

Those provisions most commonly selected as 'high priority' (and selected by half – or close – to the global population) were:

- 01. Electric buses so they are zero emissions (50%)
- 02. Local and commuter rail links (49%)
- 03. Long distance rail links (49%)
- 04. Expanding capacity of public transport (48%)

These were followed by:

- Access to public transport within a 10-minute walk (45%)
- Make using public transport free (40%)
- Increased airport capacity (31%)

In addition, at least two in every three ('increased airport capacity', 68%) people believe that these transport provisions are either a high or medium priority (see age and gender cohort tables below).

## SIGNIFICANT DIFFERENCES KEY COHORTS:

For most items, men, and those aged 55+ were more likely than the other cohorts to consider the transport provision a high priority. However, those items regarding public transport were more likely to be considered a high priority by those aged 35-54.

The table below discusses these differences.

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### ELECTRIC BUSES SO THEY ARE ZERO EMISSIONS (50%)

- A combined almost eight in ten people (79%) rate this as a high or medium priority.
- Those aged 35-54 and 55+ (both 52%) were slightly more likely than those aged 18-34 (46%) to rate this as a high priority.
- Young workers (50%) were slightly more likely than their general age cohort to rate this a high priority.
- Men (50%) were only slightly more likely than women (49%) to rate this a high priority.

---

### LOCAL AND COMMUTER RAIL LINKS (49%)

- 83% of people rate this as either a high or medium priority.
- Those aged 55+ (55%) were more far likely than those aged 35-54 (51%) or 18-34 (42%) to rate this a high priority.
- Young workers (46%) were more likely than their general age cohort, but less likely than the global average, to rate this a high priority.
- Men (51%) were again slightly more likely than women (48%) to rate this a high priority.

---

### LONG DISTANCE RAIL LINKS (49%)

- More than eight in ten people (82%) rate this as a high or medium priority for government.
- Those aged 55+ (53%) and to a lesser extent those aged 35-54 (51%) were far more likely than those aged 18-34 (44%) to rate this as a high priority.
- Young workers (48%) were again more likely than their general age cohort, but less likely than the global average, to rate this as a high priority.
- Men (51%) were again more likely than women (47%) to rate this as a high priority.

---

### EXPANDING CAPACITY OF PUBLIC TRANSPORT (48%)

- 82% of people globally rate this as either a high or medium priority.
- Those aged 35-54 (51%) were slightly more likely than those aged 55+ (49%) or 18-34 (45%) to rate this as a high priority.
- Young workers (48%) were more likely than their general age cohort to rate this as a high priority.
- Men (49%) were again slightly more likely than women (48%) to rate this as a high priority.

---

### ACCESS TO PUBLIC TRANSPORT WITHIN A 10-MINUTE WALK (45%)

- Across the globe, 78% of people consider this to be a high or medium priority for government.
- As with the previous provision about public transport, those aged 35-54 (47%) were slightly more likely than those aged 55+ (45%) or 18-34 (44%) to think this was a high priority.
- Young workers (46%) were more likely than both their general age cohort and the global average to think this was a high priority.
- Women (46%) were slightly more likely than men (45%) to think this was a high priority.






---

### **MAKE USING PUBLIC TRANSPORT FREE (40%)**

- Seven in ten (70%) people globally believe this to be either a high or medium priority for government.
  - Those aged 35-54 (43%) and 18-34 (42%) were far more likely than those aged 55+ (35%) to think this was a high priority.
  - Young workers (43%) were slightly more likely than their general age cohort and the global average to think this was a high priority.
  - Women (42%) were more likely than men (39%) to think this was a high priority.
- 

### **INCREASED AIRPORT CAPACITY (31%)**

- Although the least likely of the provisions to be considered a high priority for government, more than two-thirds of people (68%) still believe this should be either a high or medium priority for government.
- Those aged 35-54 (33%) were only slightly more likely than those aged 18-34 (31%) and 55+ (30%) to think this was a high priority.
- Young workers (32%) were only slightly more likely than their general age cohort and the global average to think this was a high priority.
- Men (33%) were slightly more likely than women (30%) to think this was a high priority.

## SIGNIFICANT DIFFERENCES BY COUNTY:

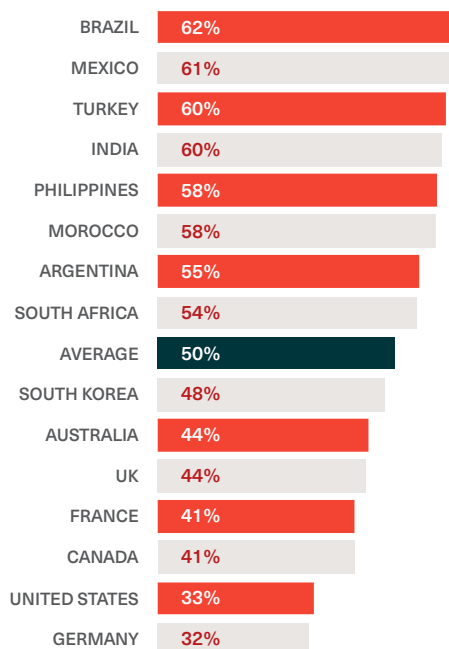
Those in Brazil, South Africa, The Philippines and Morocco commonly feature in the top three countries most likely to rate the transport provision as a high priority. Likewise, those in Germany, Canada, South Korea, the UK and the United States were commonly featured in the three least likely to think these were a high priority.

The table below demonstrates these differences.

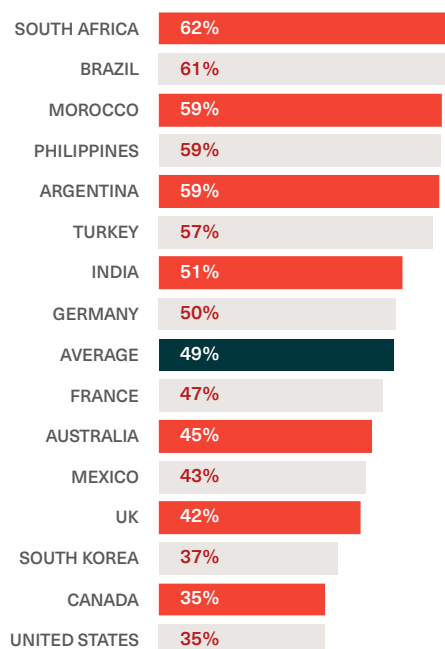
MORE LIKELY TO CONSIDER A HIGH PRIORITY	LESS LIKELY TO CONSIDER A HIGH PRIORITY
<b>ELECTRIC BUSES SO THEY ARE ZERO EMISSIONS (50%)</b>	
↑ Brazil (62%) Mexico (61%) India & Turkey (both 60%)	↓ Germany (32%) The United States (33%) Canada (41%)
<b>LOCAL AND COMMUTER RAIL LINKS (49%)</b>	
↑ South Africa (62%) Brazil (61%) Argentina, Morocco & The Philippines (all 59%)	↓ Canada (35%) The United States (35%) South Korea (37%)
<b>LONG DISTANCE RAIL LINKS (49%)</b>	
↑ South Africa (66%) Brazil (65%) Argentina & Morocco (both 64%)	↓ The UK (31%) South Korea (33%) Canada & Germany (both 37%)
<b>IMPACT OF TRANSPORT EMISSIONS OF CLIMATE CHANGE (66%)</b>	
↑ South Africa (66%) Brazil (65%) Argentina & Morocco (both 64%)	↓ The UK (31%) South Korea (33%) Canada & Germany (both 37%)
<b>EXPANDING CAPACITY OF PUBLIC TRANSPORT (48%)</b>	
↑ Brazil (66%) The Philippines (66%) South Africa (63%)	↓ The United States (27%) South Korea (33%) The UK (35%)
<b>ACCESS TO PUBLIC TRANSPORT WITHIN A 10-MINUTE WALK (45%)</b>	
↑ South Africa (65%) Morocco (59%) Brazil (56%)	↓ South Korea (26%) The United States (29%) Canada (35%)
<b>MAKE USING PUBLIC TRANSPORT FREE (40%)</b>	
↑ The Philippines (53%) South Africa (50%) Brazil (49%)	↓ South Korea (22%) The United States (28%) The UK (29%)
<b>INCREASED AIRPORT CAPACITY (31%)</b>	
↑ Morocco (54%) The Philippines (49%) South Africa (45%)	↓ The UK (10%) Germany (12%) France (13%)

## SHOULD THESE TRANSPORT PROVISIONS BE A HIGH PRIORITY FOR THE GOVERNMENT IN YOUR COUNTRY TO INVEST IN? COUNTRY COMPARISON

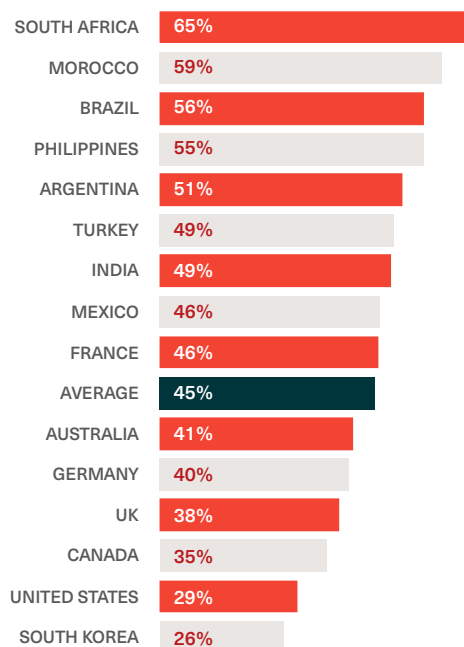
### Electric buses for lower emissions



### Local and commuter rail links



### Public transport within a 10 minute walk



### Make using public transport free

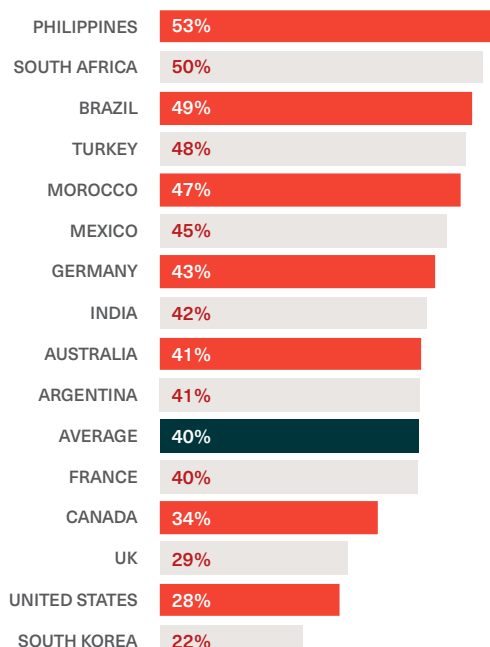
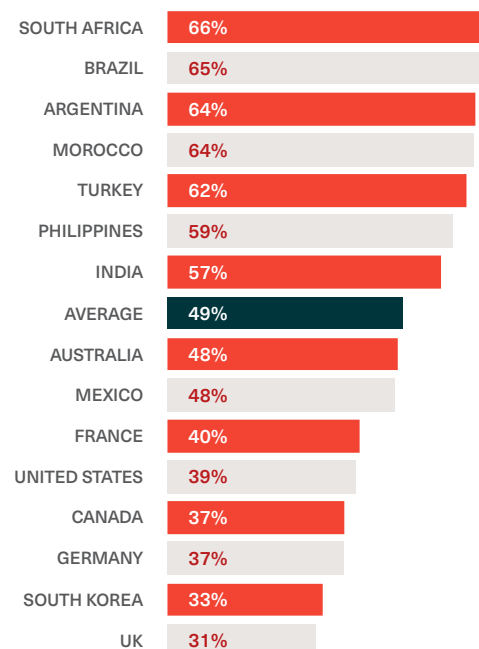
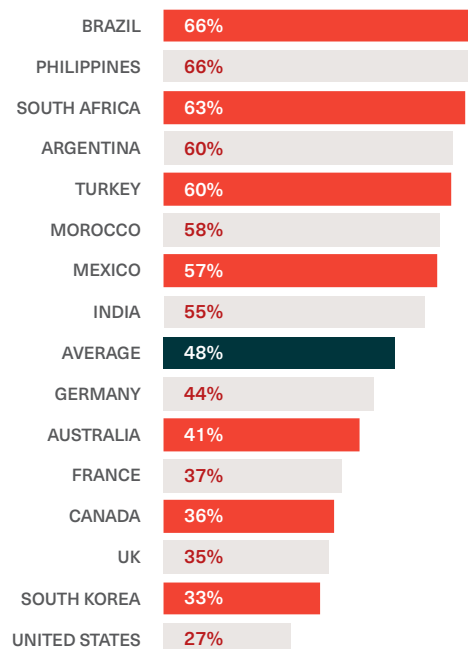


Figure 17, Question 14: Should each of the following transport provisions be high priority, medium priority, or low priority for the government in your country to invest in? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only 'high priority' shown. Countries ordered from highest to lowest figure 'high priority'.

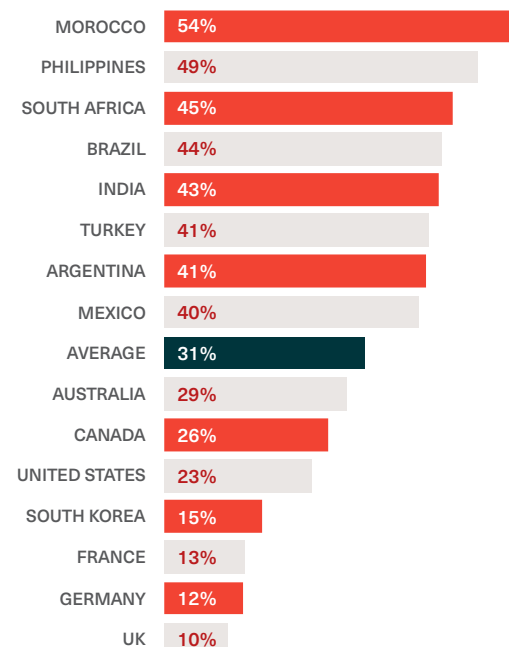
## Long distance rail links



## Capacity of public transport



## Increased airport capacity

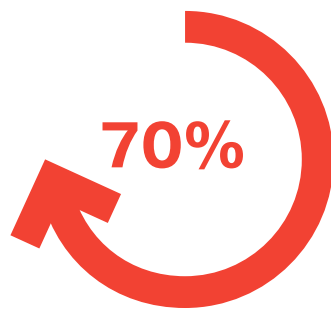


## On average, more than half of people in Africa and Latin America rate these transport provisions as a high priority.

57% of those in Africa, and 53% of those in Latin America consider – on average across the ten items – these to be a high priority for governments. Those in APAC (45%) and the G20 (43%) were less likely to rate these as a high priority, but this still constituted more than four in ten people in these regional groupings. Those in Europe (39%) and North America (33%) were the least likely to rate these transport provisions as a high priority.

## 3.3 PUBLIC TRANSPORT – WHO PAYS?

Q. Thinking about how public transport should be funded, which one of the following is closest to your view?



**OF PEOPLE  
BELIEVE  
THAT PUBLIC  
TRANSPORT  
SHOULD BE  
MOSTLY OR  
WHOLLY PAID FOR  
BY GOVERNMENT.**

**Almost half of people believe that public transport should be paid for mostly by government.**

49% of people believe that public transport should be mostly paid for by government, meaning lower fares for people using it. 21% - or more than one in five – believe that public transport should be paid for entirely by the government (making it free for people using it).

This equates to 70% of people who believe that public transport should be mostly or wholly paid for by government.

**Regardless of age cohort, the most common belief is that governments should be paying most of the public transport cost.**

Over half (53%) of those aged 55+ believe that public transport should be mostly paid for by government, followed by 50% of those aged 35-54 and 46% of those aged 18-34.

However, if these results are combined with those that believe public transport should be paid for entirely by government, there is little difference between the age groups; 68% of those aged 55+, 71% of those aged 35-54 and 70% of those aged 18-34 believe that public transport should be paid for mostly or entirely by government.

Almost three-quarters (72%) of young workers believe that public transport should be mostly (48%) or entirely (24%) paid for by government.



## Who should fund public transport?

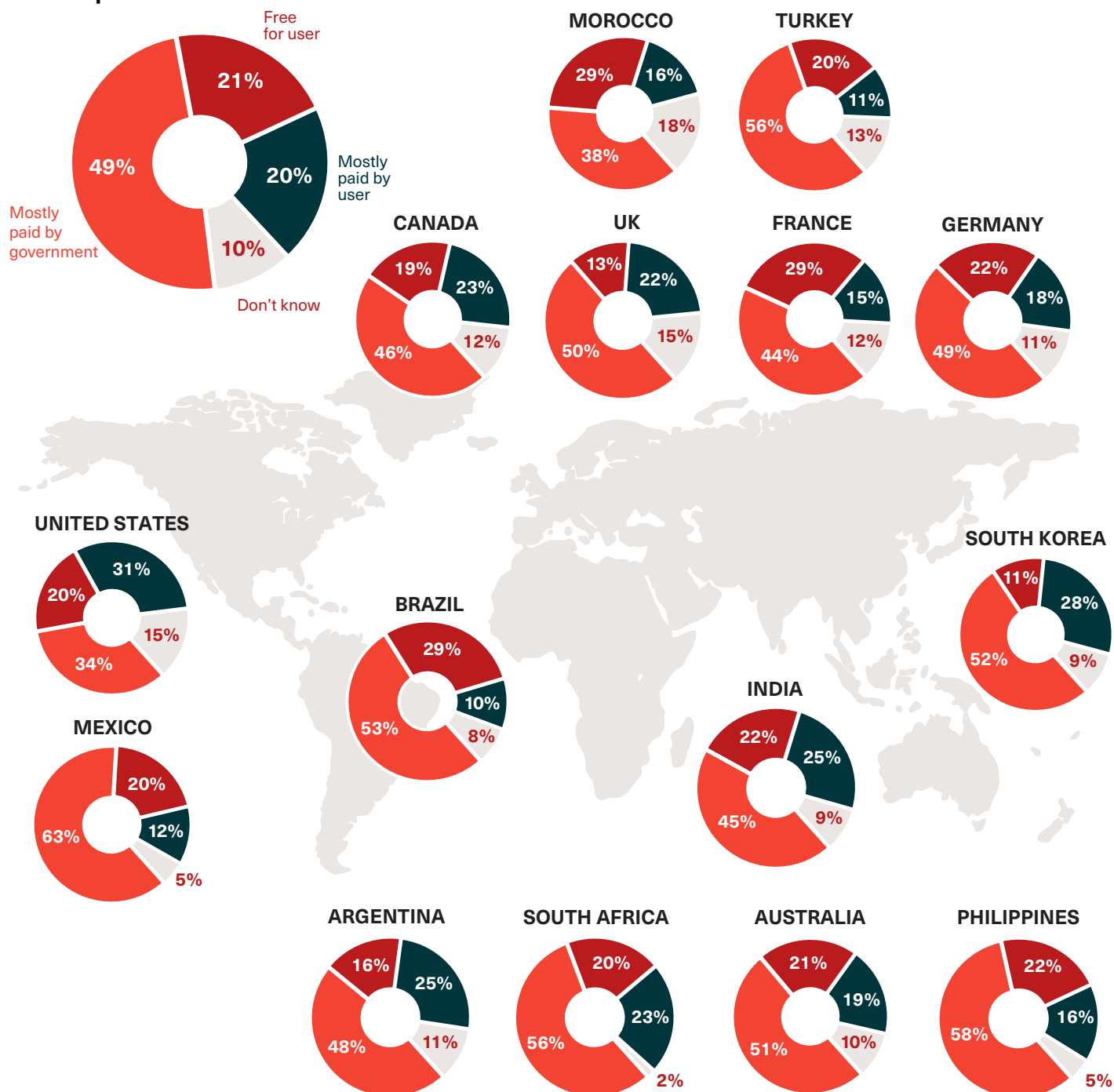
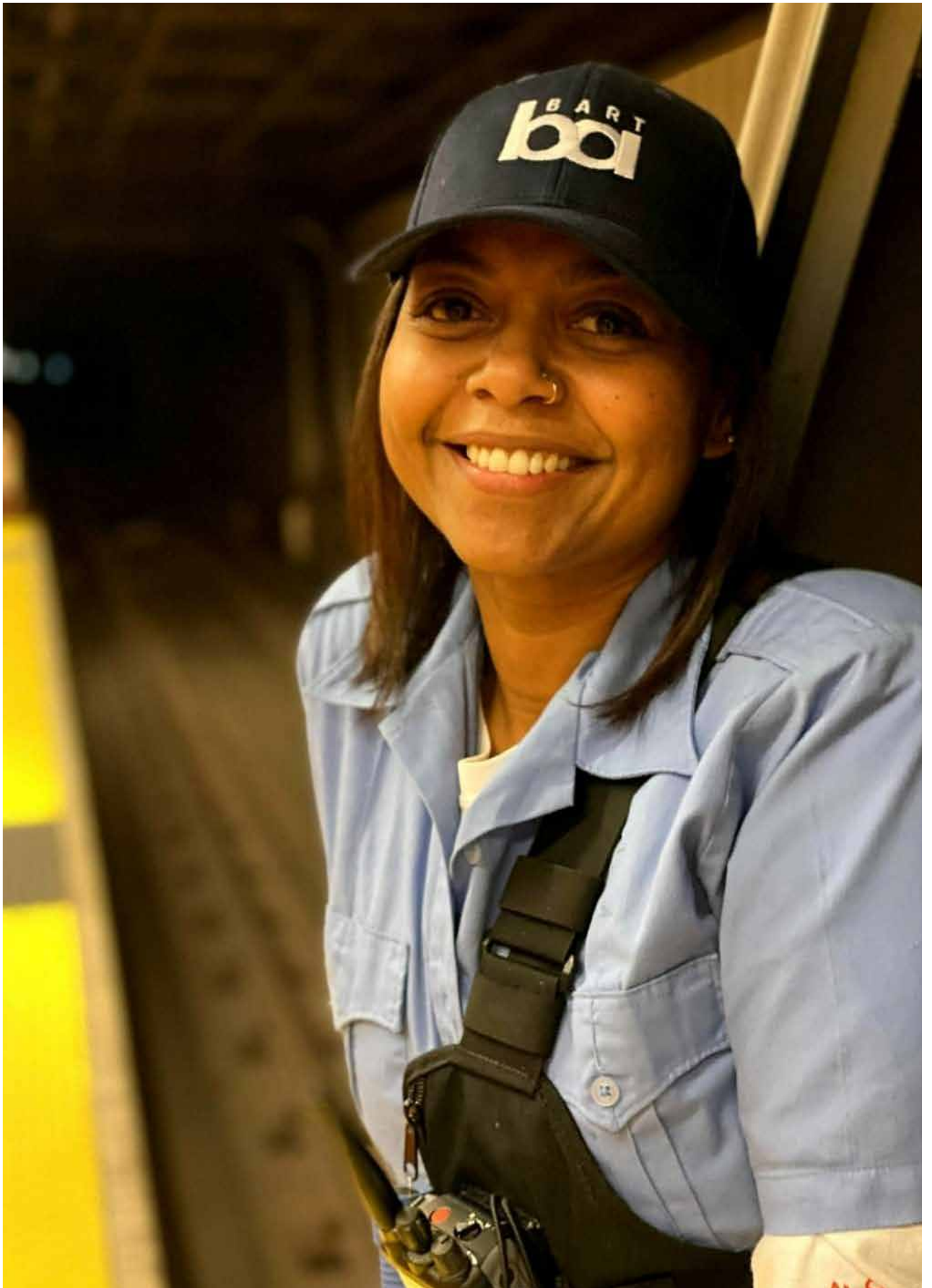


Figure 18, Question 15: Thinking about how public transport should be funded, which one of the following is closest to your view? Who should fund public transport...? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554).





## **OVER HALF (52%) OF WOMEN BELIEVE THAT THE PUBLIC TRANSPORT SHOULD BE MOSTLY PAID FOR BY GOVERNMENT.**

### **Close to three-quarters of women believe that public transport should be paid for mostly or entirely by government.**

Over half (52%) of women believe that the public transport should be mostly paid for by government. This is also the most common response of men (47%).

However, when combined with those who believe public transport should be free for users 72% of women (compared to 67% of men) believe that public transport should be mostly or entirely paid for by government.

### **In each of the fifteen countries in this poll, the largest proportion of people believe that public transport should be paid for mostly by the government.**

Those countries most likely to believe that public transport should be paid for entirely or mostly by the government were Mexico (83%), Brazil (82%) and the Philippines (80%). The least likely were the United States (54%), the UK (63%) and South Korea (63%). Although comparatively less likely, these still constituted a large majority of people in every country who believe that public transport should be paid for mostly or entirely by government.

Although the most likely to be selected, having governments mostly pay for public transport was less commonly selected in the United States (34%) and Morocco (38%).

Those in United States (31%) were more likely than the global average to believe that public transport should be paid for mostly by those who use it, while in Morocco people were more likely to believe it should be free (29%).

These results compare with Mexico (63%), the Philippines (58%), Turkey and South Africa (both 56%) where significant majorities believe that public transport should be paid for mostly by government.

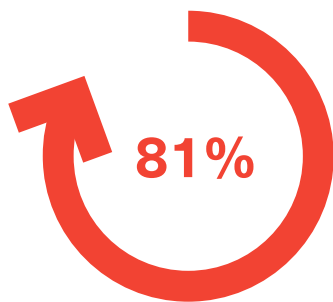
### **In every regional grouping included in this poll, the most common belief was that public transport should be mostly paid for by government.**

55% of those in Latin America, 51% in APAC, 50% in both Europe and the G20 and 47% of those in Africa believe that public transport should be mostly paid for by government. Those in North America (40%) were less likely to select this but it was still the most common response.

The combined results show that more than three-quarters of people in Latin America (76%) believe that public transport should be mostly or entirely paid for by the government. This is followed by 71% in Africa and 70% of those in APAC and Europe. While comparatively lower, at 59% more than half of people in North America believe that public transport should be mostly or entirely paid for by government.

# ANALYSIS

## SECTION 4: TRANSPORT NEEDS A GLOBAL SUPPLY CHAIN INSPECTORATE



**OF PEOPLE  
SUPPORT THERE  
BEING LAWS THAT  
HOLD COMPANIES  
TO ACCOUNT FOR  
ENVIRONMENTAL  
AND LABOUR  
RIGHTS ABUSES  
IN THEIR SUPPLY  
CHAINS.**

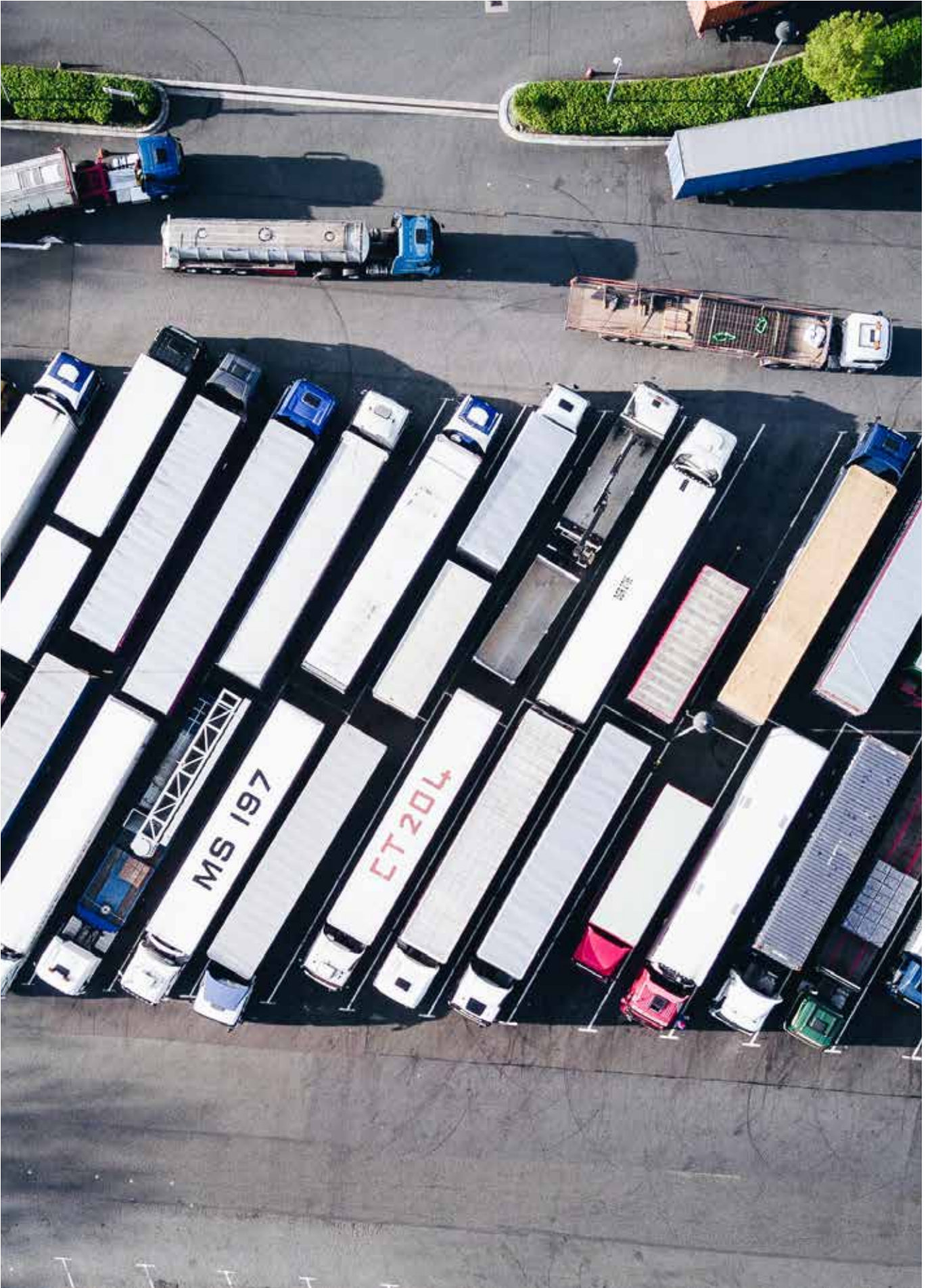
**People do not believe that transport companies act ethically and want to see companies held accountable for labour rights abuses in their supply chains.**

There is global distrust of companies, with almost half (44%) of people believing that transport companies do not behave in a fair and ethical way. From the list of types of companies provided, only energy companies (52%) were considered by more people not to act in a fair and ethical way.

In this context, there is strong support for laws that will protect transport workers throughout supply chains, regardless of where they are working. 81% support there being laws that hold companies to account for environmental and labour rights abuses in their supply chains, with almost half (47%) of people strongly supporting this. Even more (85%), believe that transport workers should have protections in their workplace regardless of where they work (including across international borders). These protections are strongly supported by a majority (59%).

The support for these protections also comes at a time when 67% of people globally believe that the economic system of their country favours the wealthy. This view is held by a majority of people in each of the fifteen countries included in this poll, except India (48%).







# 4.1 FAIRNESS OF THE ECONOMIC SYSTEM

**Q. Do you think the economic system of your country generally favours the wealthy or is it fair to most people?**

**Do you think the economic system of your country generally favours the wealthy or is it fair to most people?**

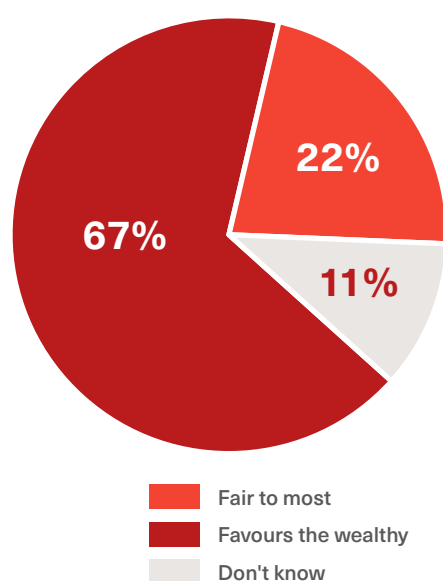


Figure 19, Question 5: Do you think the economic system of your country generally favours the wealthy or is it fair to most people? N=16464.

**People believe that economic systems favour the wealthy.**

67% of people – more than two-thirds – in this poll believe that the economic system of their country favours the wealthy. Just 22% believe it is fair to most people, while 11% selected 'don't know'.

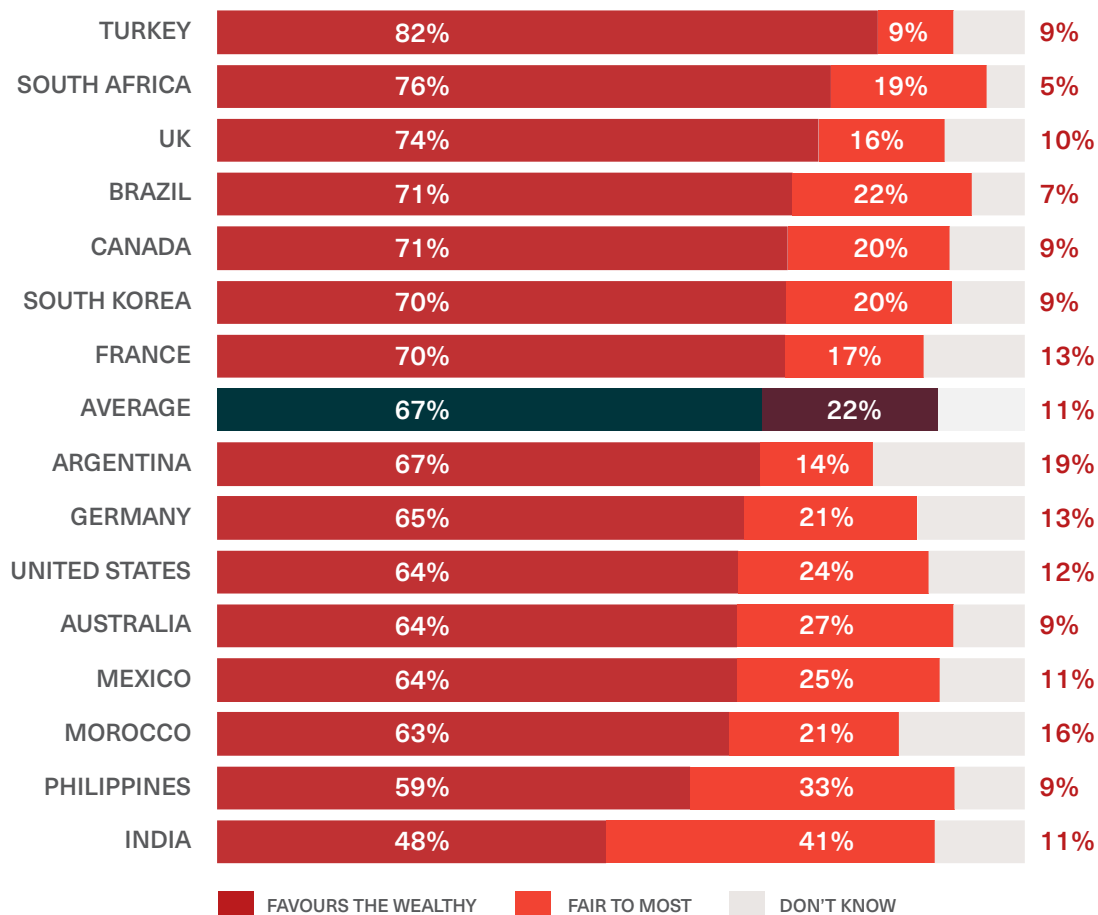
**The older the respondent, the more likely they were to believe that the economic system favours the wealthy.**

71% of those aged 55+ believe that their countries' economic system favours the wealthy. This compares to 68% of those aged 35-54 and 64% of those aged 18-34.

Two-thirds (67%) of young workers believe that the economic system favours the wealthy. At 67% this is only slightly more than their general age cohort, and the same result as the overall global average.

**Women are slightly more likely than men to think that the economic system favours the wealthy.**

69% of women compared to 66% of men believe that the economic system of their country favours the wealthy.



**With the exception of India, more than half of people in each of the fifteen countries believes that the economic system favours the wealthy in their country.**

Although slightly less than a majority (48%) of people in India believe that the economic system favours the wealthy, in every other country at least half of the population hold this view (with the Philippines being the next least likely at 59%).

The most likely to believe the economic system favours the wealthy are Turkey (82%), South Africa (76%) and the UK (74%).

**At least six in ten people in each regional grouping believes that the economic system favours the wealthy.**

Those in Europe (73%) are the most likely to believe that the economic system favours the wealthy. This is followed by those in Africa (70%), Latin America, North America and the G20 (all 68%).

Those in APAC (60%) were slightly less likely to believe that the economic system favours the wealthy – but at 60% this still constitutes a significant majority.

Figure 20, Question 5: Do you think the economic system of your country generally favours the wealthy or is it fair to most people? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Countries ordered from highest to lowest figure for 'favours the wealthy'.

# 4.2 COMPANIES NOT BEHAVING ETHICALLY

## Q. To what extent or not do you think the following types of companies behave in an ethical and fair way?

To what extent or not do you think the following types of companies behave in an ethical and fair way?

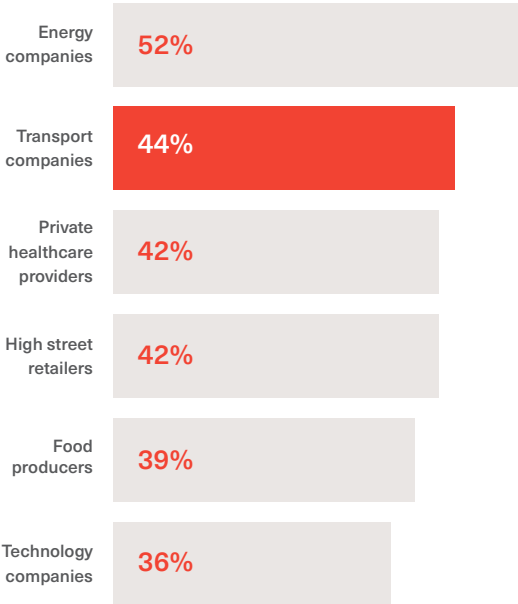


Figure 21, Question 10: To what extent or not do you think the following types of companies behave in an ethical and fair way? N=16464. Only combined results for 'not very' and 'not at all' ethical shown. Results ordered from highest to lowest figure for the combined 'not ethical' total.

Four in ten people believe that transport companies do not act in a fair and ethical way.

44% of people believe that transport companies behave in a way that is not ethical. This places 'transport companies' as the second most likely to be considered 'not ethical', behind only 'energy companies' (52%).

Overall, more people believe that transport companies behave in a way that is not ethical (44%) than think they behave ethically (41%).

The other four company types in this poll included 'high street retailers' (42% 'not ethical'), private healthcare providers (42%), food producers (39%) and technology companies (36%).

Older people were more likely to believe that transport companies do not act ethically.

47% of those aged 55+ and 46% of those aged 35-54 believe that transport companies do not behave in a fair and ethical way. This compares with 41% of those aged 18-34.

Those aged 18-34 (47%) are more likely than not to believe that transport companies behave in an ethical way.

Young workers too are more likely to believe that transport companies act in an ethical and fair way (47%) than not (43%).

**Both men and women were more likely than not to believe that transport companies do not act in a fair and ethical way.**

Women (44% not ethical v. 38% ethical) and men (45% not ethical v. 44% ethical) were both more likely to believe that transport companies do not behave in a fair and ethical way.

**Around half the countries in this poll were more likely to believe transport companies do not behave ethically, while the other half think they do.**

Those countries where people were more likely to believe transport companies do not act ethically included:

- Mexico (63% 'not ethical' v. 30% 'ethical')
- Turkey (58% v. 27%)
- South Korea (57% v. 29%)
- Argentina (53% v. 33%)
- Brazil (52% v. 41%)
- France (51% v. 31%)
- Germany (43% v. 29%).

Those countries where people were more likely to believe transport companies do act ethically included:

- India (64% 'ethically' v. 30% 'not ethically')
- The Philippines (61% v. 36%)
- Morocco (52% v. 36%)
- Australia (51% v. 34%)
- South Africa (51% v. 46%)
- The United States (48% v. 29%)
- Canada (47% v. 33%)

**As with the countries, around half the regional groupings are more likely to believe that transport companies do not act ethically, the other half are more likely to believe they are ethical**

Those in Latin America (56%), Europe (49%) and the G20 (46%) were more likely than not to believe that transport companies do not behave in an ethical and fair way.

Those in Africa (52%), APAC (51%) and North America (47%) were more likely than not to believe that transport companies do act ethically.

**To what extent or not do you think the following types of companies behave in an ethical and fair way?**

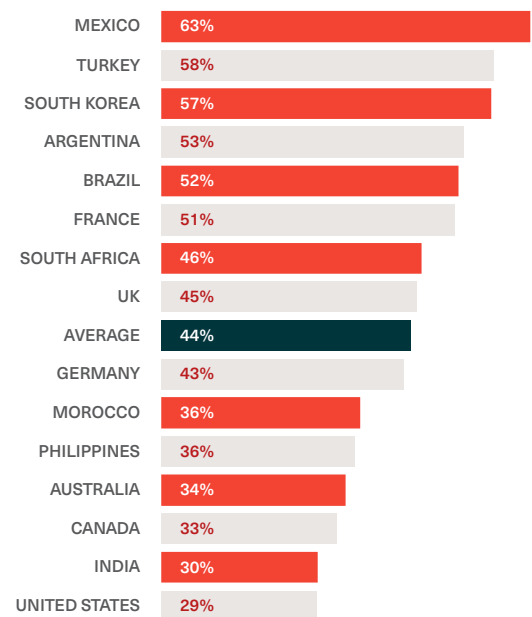


Figure 22, Question 10: To what extent or not do you think the following types of companies behave in an ethical and fair way? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only combined transport results for 'not very' and 'not at all' ethical shown. Results ordered from highest to lowest figure for the combined 'not ethical' total.

## 4.3 PROTECTIONS FOR TRANSPORT WORKERS

### Q. Some of those in the transport sector work across borders and in international waters and air. How important or not do you think it is that they should have protections in their workplace regardless of where they work?

**A very large majority of people believe that transport workers should have protections in their workplace regardless of where they work.**

85% – or more than eight in ten people – believe it is important that transport workers working across borders and in international waters/air have protections in their workplace regardless of where they work.

More than half (59%) believe it is very important to have these protections.

Older respondents are even more likely than the global average to think that transport workers should have these protections.

An overwhelming 91% of those aged 55+ believe it is important that transport workers have protections in their workplace regardless of where they work. Although comparatively fewer of those aged 35-54 (86%) and those aged 18-34 (79%) think this is important, this still constitutes a large majority of each group.

85% of young workers believe these protections are important, with more than half (57%) believing they are very important.

**A large majority of both men and women think these protections are important**

86% of women, and only slightly fewer men (84%) believe that these protections are

important. However, significantly more women (63%) believe that these protections are very important than men (55%).

**At least three-quarters of people in each of the fifteen countries included in this poll believe that it is important that transport workers are given protections regardless of where they work.**

While those in South Africa (96%), the Philippines (93%) and Mexico (90%) are the most likely to think that these protections are important, at least 77% of people in the other countries included in this poll think the same.

While those in France (77%) are the least likely (followed by Morocco 78% & Germany, 79%) this still constitutes well over three-quarters of the population.

**Support for transport workers having protection regardless of where they work is high across all the regional groupings**

Although those in Latin America (89%), APAC (88%) and Africa (87%) were the most likely to think it was important transport workers had protections regardless of where they work, almost as many of those in the G20 (85%), North America (82%) and Europe (81%) thought the same.



**Is it important that transport workers have protections in their workplace regardless of where they work?**

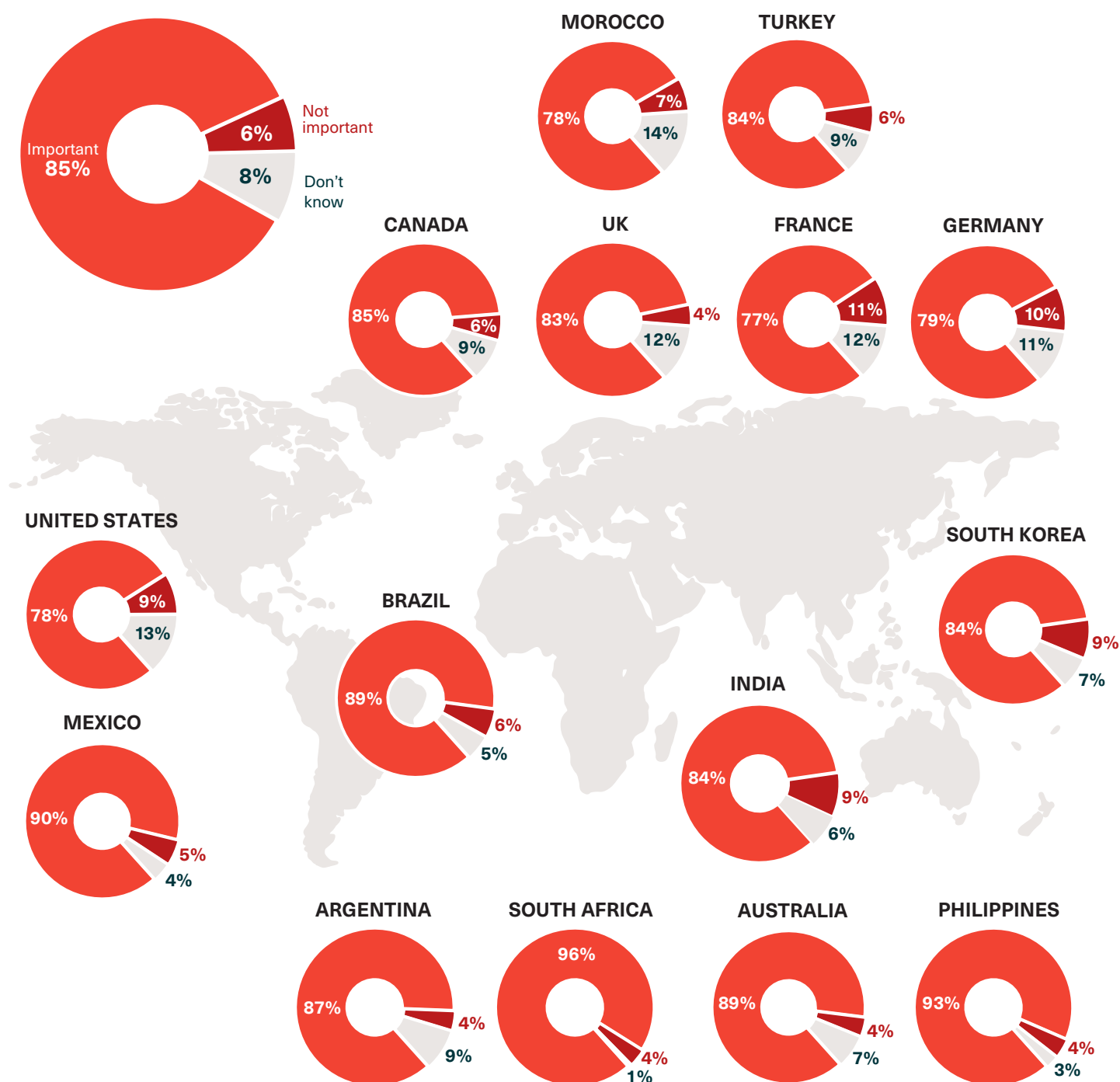


Figure 23, Question 17: Some of those in the transport sector work across borders and in international waters and air. How important or not do you think it is that they should have protections in their workplace regardless of where they work? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554).

## 4.4 SUPPLY CHAIN LAWS

### Q. To what extent do you support or oppose there being national and international laws that hold companies to account for environmental and labour rights abuses in their supply chains?

**More than eight in ten people support there being national and international laws that hold companies to account for abuses in their supply chains.**

81% of people say that they support there being laws that hold companies to account for environmental and labour rights abuses in their supply chains.

47% – or almost half of people – strongly support these laws.

**Although older people are more likely to support these laws, there are very high levels of support regardless of age group.**

84% of those aged 55+ support there being laws that hold companies to account for abuses in their supply chains, only slightly more than those aged 35-54 (82%) or 18-34 (77%).

At least four in ten of each age group strongly support these laws (43% of those aged 18-34, 48% of those aged 35-54 and 49% of those aged 55+).

Young workers (83%) were more likely than both their general age cohort and the global average to support these laws.

**There are high levels of support amongst both men and women**

81% of men and 80% of women support these laws. Almost half of each gender (both 47%) strongly support these laws.

At least two-thirds of people in each of the countries included in this poll support these laws

Those in South Africa (92%), the Philippines (90%), Mexico (89%), Brazil (87%) and Argentina (85%) are most likely to support there being laws that hold companies to account for abuses in their supply chains.

While comparatively less likely, over two-thirds of those in the United States (68%) and Germany (69%) support these laws, with the other countries falling within the range between these two groups (see chart).

**The vast majority of people in all regional groupings support there being laws to hold companies to account for supply chain abuses.**

Those in Latin America (87%) and Africa (86%) were the most likely to support these laws, followed by those in APACS (83%) and the G20 (80%).

Although comparatively less likely, at least three in every four people in North America (75%) and Europe (76%) support there being laws that hold companies to account for environmental and labour rights abuses in their supply chains.

**Do you support or oppose there laws that that hold companies to account abuses in their supply chains?**

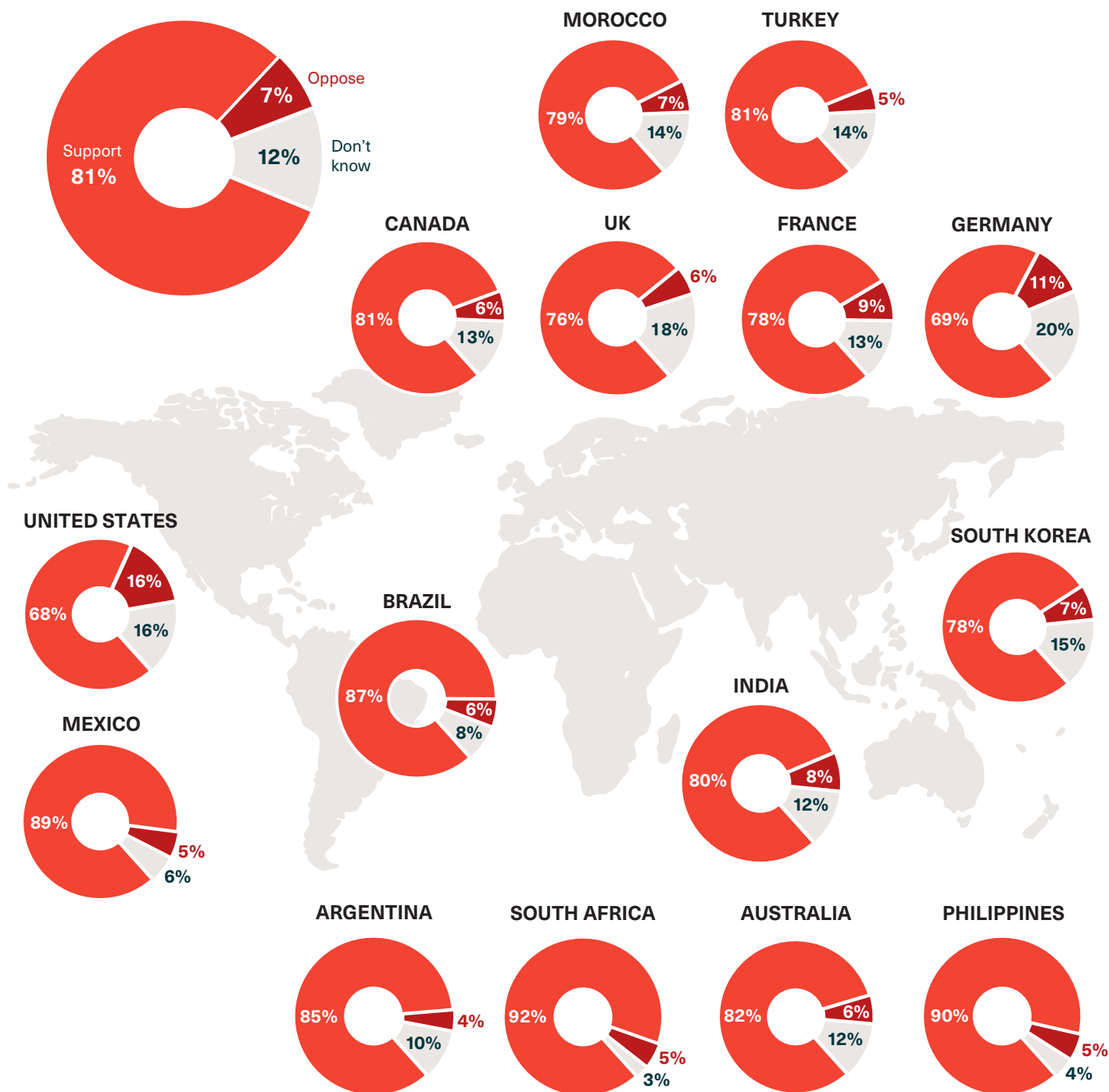


Figure 24, Question 11: To what extent do you support or oppose there being national and international laws that that hold companies to account for environmental and labour rights abuses in their supply chains? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554).

# ANALYSIS

## SECTION 5: TRANSPORT WORKERS KEEP THE WORLD MOVING

**Transport is a respected and attractive profession, but people want more to be done to protect some of its most vulnerable workers.**

Transport is considered to be an admirable and valued profession by people across the globe. 66% of people – or almost two-thirds – believe working in transport is a respected profession, while 62% believe it is an attractive career for young people (something that 63% of young workers themselves agreed with). Slightly less – but still a majority at 54% – believe transport is an attractive career for women.

People also believe that transport workers have valuable knowledge and experience that should be utilised, with two-thirds (66%) of people believing the industry would be better off if there was greater involvement from transport workers in decision-making. 35% of these – or more than one in every three people – believe the industry would be much better off.

This view is particularly prominent among young workers, with 71% of them believing that the transport industry would be better off if there was greater involvement from transport workers in decision making.

Despite its reputation as a respected profession, many people believe more should be done to protect some of the transport industry's most vulnerably workers, namely those who earn their living via platform employers such as Uber, Ola, Lyft, Grab or Deliveroo. More than half of people believe these platform workers should have the right to safe working conditions (64%), access to social protection such as healthcare (60%) and should be provided a minimum wage upon which they can live (57%). Many people would like to see these provisions extended to labour rights such as the right to join a union (43%) and the right to collectively bargain' (37%).



**TWO OUT OF THREE PEOPLE BELIEVE THE INDUSTRY WOULD BE BETTER OFF IF THERE WAS GREATER INVOLVEMENT FROM TRANSPORT WORKERS IN DECISION-MAKING.**





# 5.1 INVOLVING WORKERS IN DECISION MAKING

## Q. To what extent do you think the transport industry would be better or worse off if there was greater involvement from transport workers in decision making?

Would the transport industry would be better off if transport workers were involved in decision making?

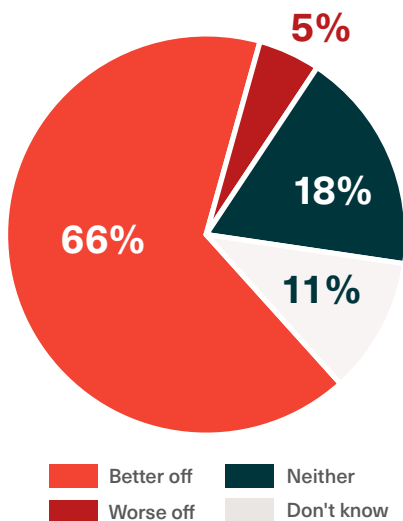


Figure 25, Question 9: To what extent do you think the transport industry would be better or worse off if there was greater involvement from transport workers in decision making? N=16464.

**Two in three people believe the transport industry would be better off if there was greater involvement from transport workers in decision making.**

66% of people believe that the transport industry would be better off if transport workers were involved in decision making.

More than one-third (35%) of these believe the industry would be much better off.

**Young workers are more likely to believe that the transport industry would be better off if workers were more involved in decision making**

71% of young workers believe that the transport industry would be better off if there was greater involvement from transport workers in decision making. 37% believe the industry would be much better off.

Within the general age group cohorts there is little difference, with 66% of those aged 18-34, 67% of those aged 35-54 and 64% of those aged 55+ believing that the transport industry would be better off with greater involvement from workers.

**Two-thirds of both men and women believe that the transport industry would be better off with greater involvement from workers**

66% of both men and women believe that greater involvement from workers would leave the transport



industry better off. Just over a third of each (34% of men and 35% of women) believes that the industry would be much better off.

**In each of the fifteen countries included in this poll, a majority of people believe the transport industry would be better off if workers were more involved in decision making.**

At least 51% (Germany & the UK) of people in each country believe that the transport industry would be better off if workers were more involved in decision making. This rises to 82% for those in Brazil, 80% of those in the Philippines and 78% of those in South Africa, with the remainder of the countries falling within this range (see chart).

**Those in Africa and Latin America are the most likely to see the value in including transport workers in decision making within their industry.**

76% of those in Africa and 74% of those in Latin America believe that the transport industry would be better off if there was greater involvement from transport workers in decisions making. This is followed by 69% of those in APAC, 64% in the G20 and 61% in North America. Although at 56% those in Europe are comparatively less likely to see the value in including transport workers in decision making, this still constitutes more than half of the population.

### Would the transport industry would be better off if transport workers were involved in decision making? “Better off” only

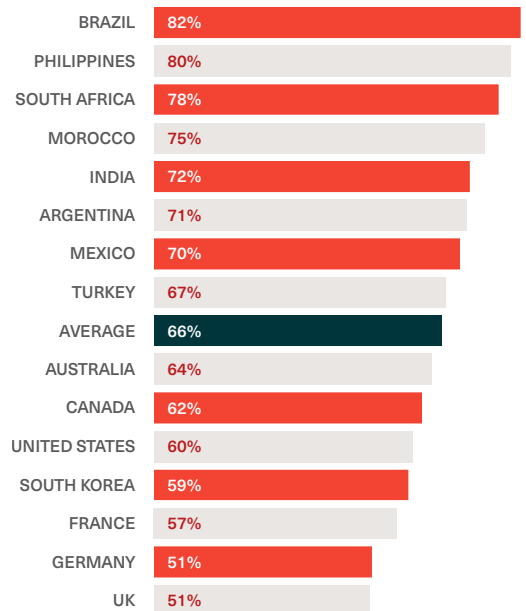


Figure 26, Question 9: To what extent do you think the transport industry would be better or worse off if there was greater involvement from transport workers in decision making? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only 'better off' figure shown. Countries ordered from highest to lowest figure.

## 5.2 ATTITUDES TOWARDS TRANSPORT AS A PROFESSION

Thinking about your country, to what extent would you agree or disagree that working in transport is a respected profession / an attractive career for women and young people?



**TWO OUT OF  
THREE PEOPLE  
AGREE THAT  
WORKING IN  
TRANSPORT IS  
A RESPECTED  
PROFESSION.**

**People believe that working in transport is a respected profession, and an attractive career for women and young people.**

Two-thirds (66%) of people agree that working in transport is a respected profession. Almost one in three (30%) strongly agree with this statement.

Almost two-thirds (62%) agree that is an attractive career for young people (24% agree strongly) while more than one in two (54%) agree it is an attractive career for women (22% agree strongly).



## TO WHAT EXTENT WOULD YOU AGREE OR DISAGREE THAT WORKING IN TRANSPORT IS A ...?

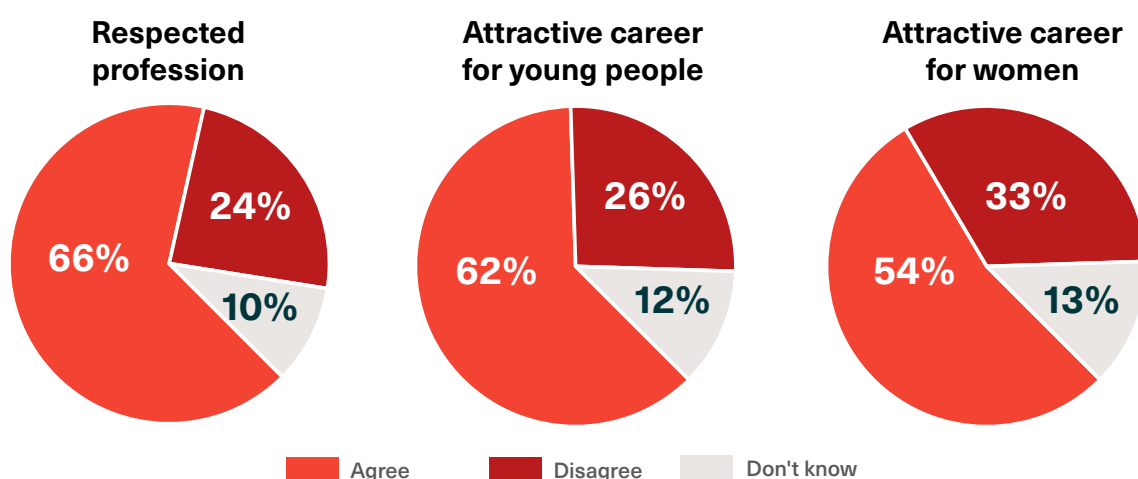


Figure 27 Question 21 Thinking about your country, to what extent would you agree or disagree that working in transport is a ...? N=16464.

### SIGNIFICANT DIFFERENCES KEY COHORTS:

Although the differences are not considerable, men and those aged 55+ were in general more likely to agree with each of these statements.

Young workers agreed at the same or higher rate as their general age cohort.

The table below discusses these differences.

#### Working in transport is:

##### A RESPECTED PROFESSION (66%)

- Agreed with by two in every three people (66%).
- There are high levels of agreement regardless of age (67% of those aged 55+, 66% of those aged 35-54 and 65% of those aged 18-34 agree)
- Young workers (67%) are only slightly more likely than the global average to agree.
- Men (67%) are more likely than women (64%) to agree.

##### AN ATTRACTIVE CAREER FOR YOUNG PEOPLE (62%)

- Close to two-thirds (62%) of people agree with this.
- Those aged 55+ (64%) are slightly more likely than those aged 35-54 (61%) or 18-34 (61%) to agree.
- Young workers (63%) are slightly more likely than their general age cohort and the global population to agree.
- Men (64%) are again slightly more likely than women (60%) to agree.

##### AN ATTRACTIVE CAREER FOR WOMEN (54%)

- Over half of the population agree with this (54%).
- Those aged 55+ (58%) were slightly more likely than those aged 35-54 (53%) or 18-34 (52%) to agree.
- At 52%, young workers agreed with this at the same rate as their general age cohort.
- Although more than half of women (52%) agree with this statement, men (56%) were slightly more likely to agree.





## SIGNIFICANT DIFFERENCES BY COUNTRY:

For all statements, those in the Philippines were the most likely to agree, and by a significantly larger number than the global average. Those in India were the second most likely to agree on two occasions and the third most likely on the other.

Those in South Korea were the least likely to agree for all three statements, while those in France and the UK are the second and third least likely to agree.

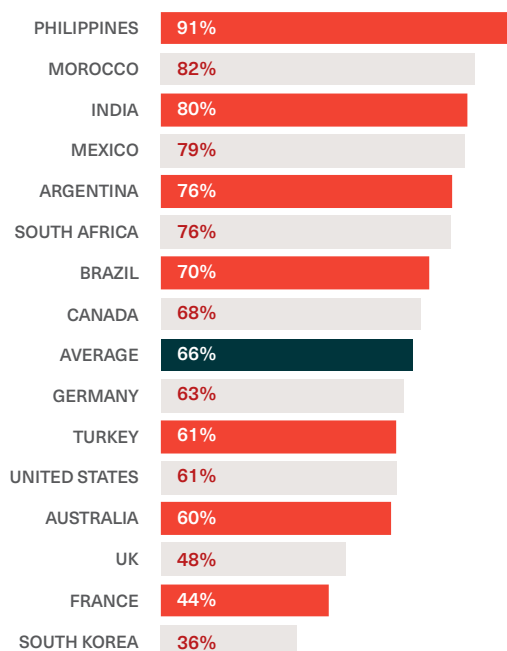
The table below demonstrates these differences.

MORE LIKELY TO AGREE	LESS LIKELY TO AGREE
<b>A RESPECTED PROFESSION (66%)</b>	
↑ The Philippines (91%) Morocco (82%) India (80%)	↓ South Korea (36%) France (44%) The UK (48%)
<b>AN ATTRACTIVE CAREER FOR YOUNG PEOPLE (62%)</b>	
↑ The Philippines (84%) India (81%) South Africa (76%)	↓ South Korea (38%) The UK (43%) France (52%)
<b>AN ATTRACTIVE CAREER FOR WOMEN (54%)</b>	
↑ The Philippines (79%) India (73%) Mexico (68%)	↓ South Korea (29%) The UK (37%) France & Turkey (both 44%)

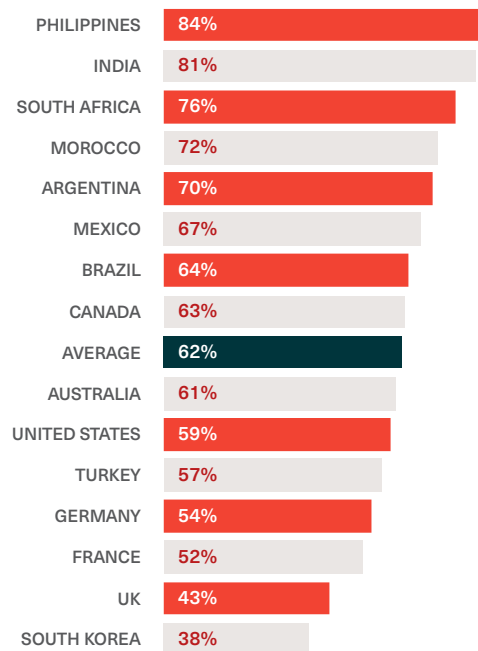


## TO WHAT EXTENT WOULD YOU AGREE OR DISAGREE THAT WORKING IN TRANSPORT IS A ...?

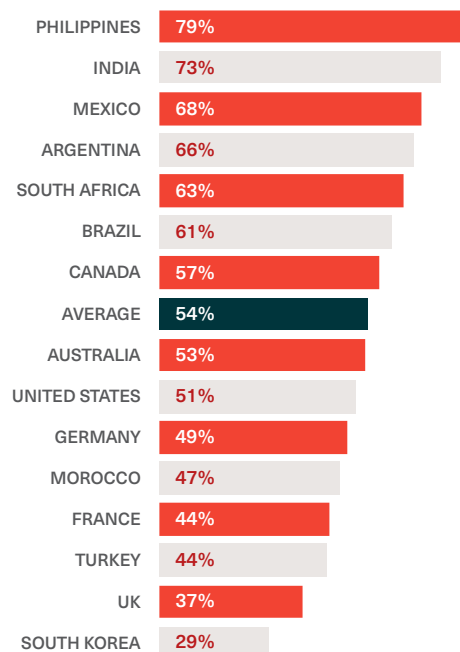
### Respected profession



### Attractive career for young people



### Attractive career for women



### There are high levels of agreement with these statements across the regional groupings

At least half of those in each regional grouping agree that working in transport is a respected profession, including 79% in Africa, 75% in Latin America, 67% in APAC, 65% in North America, 63% in the G20 and 54% in Europe.

The same can be said for transport being an attractive career for young people with at least half of those in Africa (74%), Latin America (67%), APAC (66%), North America (61%), the G20 (60%) and Europe (51%) agreeing with this statement.

Europe (43%) was the only regional grouping not to have a majority of their population agree that working in transport is an attractive career for women. For all the other regional groupings at least, half of people agreed with this statement, including 65% in Latin America, 59% in APAC, 55% in Africa, 54% in North America and 53% in the G20.

Figure 28, Question 21: Thinking about your country, to what extent would you agree or disagree that working in transport is a ...? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only combined results for 'strongly agree' and 'agree' shown. Countries ordered from highest to lowest figure for the combined 'agree' total.

## 5.3 LABOUR RIGHTS FOR PLATFORM WORKERS

**Q. Thinking now about those who earn their living through a platform employer like Uber Eats, Deliveroo, Uber, Lyft, Ola or Grab. For which of the following do you think they should have the same employment rights as other workers?**

**Do you think platform workers should have these employment rights?**

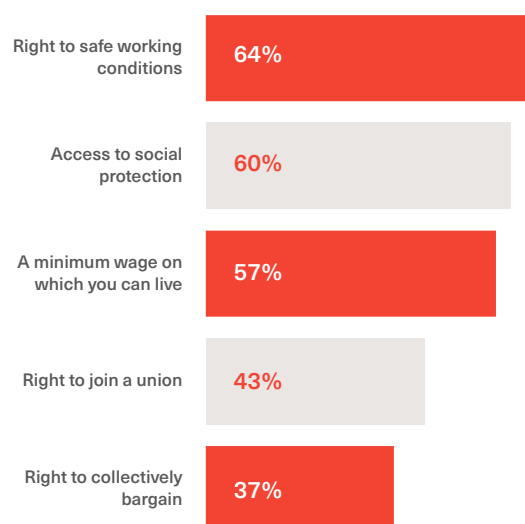


Figure 29, Question 16: Thinking now about those who earn their living through a platform employer like Uber Eats, Deliveroo, Uber, Lyft, Ola or Grab. For which of the following do you think they should have the same employment rights as other workers? Please tick all that apply. N=16464.

**There is strong support for those who earn a living through a platform employer to be given the same employment rights as other workers.**

A majority of people believe that those who earn a living through a platform employer (platform workers) should be provided with:

- The right to safe working conditions (64%)
- Access to social protection (ie healthcare, pensions) (60%)
- A minimum wage on which they can live (57%)

Close to half (43%) believe they should have the right to join a union, while one in three (37%) believe they should have the right to collectively bargain.

## **SIGNIFICANT DIFFERENCES KEY COHORTS:**

For each of the five labour rights listed, those aged 55+ were more likely than the other age cohorts to support platform workers being afforded that protection. Those aged 18-34 were the least likely to support these. Young workers were most often more likely than their general age cohort to support each of these labour rights for platform workers.

These findings are reflected in the average level of support (across the five items), with those aged 55+ (58%) having a higher average level of support compared to those aged 35-54 (51%) and 18-34 (48%). Young workers also had high levels of average support, at 53%.

While men were more likely than women to support platform workers having the right to join a union or the right to collectively bargain, women were more likely to support them having safe working conditions, a minimum wage and access to social protections.

On average across the five items, more than half (52%) of both men and women support platform workers being provided with these provisions. These figures compare to the overall average level of support, amongst the global average, of 52%.

The table below discusses these differences.

---

### **THE RIGHT TO SAFE WORKING CONDITIONS (64%)**

- Almost two-thirds (64%) of people support this.
- Supported by more than half of each age group, but more so by those aged 55+ (71%) compared to those aged 35-54 (64%) or 18-34 (58%).
- Young workers (63%) are more likely than their general age cohort, but slightly less likely than the global average to support this.
- Women (66%) are more likely than men (62%) to support this.

---

### **ACCESS TO SOCIAL PROTECTION (IE HEALTHCARE, PENSIONS) (60%)**

- Six in every ten (60%) people support this right for platform workers.
- Again, those aged 55+ (65%) were more likely than those aged 35-54 (59%) or 18-34 (55%) to support this.
- Young workers (60%) were significantly more likely than their general age cohort to support this.
- Women (61%) were more likely than men (58%) to support this.

---

### **A MINIMUM WAGE ON WHICH YOU CAN LIVE (57%)**

- Every second (57%) person believes that platform workers are entitled to a minimum wage on which they can live.
- Those aged 55+ (66%) were again more likely to support this, compared to those aged 35-54 (55%) and 18-34 (52%).
- Young workers (57%) were more likely than their general age cohort to support this.
- Women (59%) were more likely than men (56%) to support this.

---

### **RIGHT TO JOIN A UNION (43%)**

- More than four in ten (43%) people believe that platform workers should have the right to join a union.
- The greatest level of support again came from those aged 55+ (46%), but was still high amongst those aged 35-54 (42%) and 18-34 (40%).
- Young workers (45%) were once again more likely than their general age cohort to support this.
- Men (43%) were slightly more likely than women (42%) to support this.

## RIGHT TO COLLECTIVELY BARGAIN (37%)

- More than one in three (37%) people believe that platform workers have a right to collectively bargain.
- Those aged 55+ (43%) were far more likely than those aged 35-54 (36%) or 18-34 (34%) to support this.
- Young workers (39%) were only slightly more likely than their general age cohort to support this.
- Men (41%) were more likely than women (34%) to support this.

## SIGNIFICANT DIFFERENCES BY COUNTRY:

South Africa was one of three countries most likely to support each of the five provisions. The Philippines, The UK and Australia were all in the top three most likely on three occasions.

Morocco is the least likely country to support these provisions for three of the five items, and is the second least likely for a fourth. The United States was in the bottom three least likely to support on three occasions.

Reflecting this, on average across the five items, 65% of those in South Africa, 63% of the in the UK and 56% of those in Australia support platform workers being afforded these provisions. At the other end of the scale, just 40% of those in Morocco, 45% in South Korea and 47% in India support these being provided (on average, across the five items). The United States is only slightly higher at 48%.

The table below demonstrates these differences.

MORE LIKELY TO SUPPORT		LESS LIKELY TO SUPPORT	
THE RIGHT TO SAFE WORKING CONDITIONS (64%)			
↑	The UK (78%) South Africa (77%) The Philippines (71%)	↓	Morocco (48%) Germany (51%) India & The United States (both 59%)
ACCESS TO SOCIAL PROTECTION (I.E. HEALTHCARE, PENSIONS) (60%)			
↑	Mexico (74%) The Philippines (72%) South Africa (67%)	↓	Morocco (49%) The United States (50%) Canada & India (both 54%)
A MINIMUM WAGE ON WHICH YOU CAN LIVE (57%)			
↑	The UK (77%) South Africa (70%) Australia & France (both 62%)	↓	Morocco (35%) The United States (50%) Brazil (51%)
RIGHT TO JOIN A UNION (43%)			
↑	South Africa (60%) The UK (60%) Australia (51%)	↓	South Korea (25%) Morocco (34%) The Philippines (35%)
RIGHT TO COLLECTIVELY BARGAIN (37%)			
↑	South Africa (51%) Australia (43%) Brazil (42%)	↓	South Korea (23%) Mexico (31%) India (31%)

## DO YOU THINK PLATFORM WORKERS SHOULD HAVE THESE EMPLOYMENT RIGHTS? COUNTRY COMPARISONS

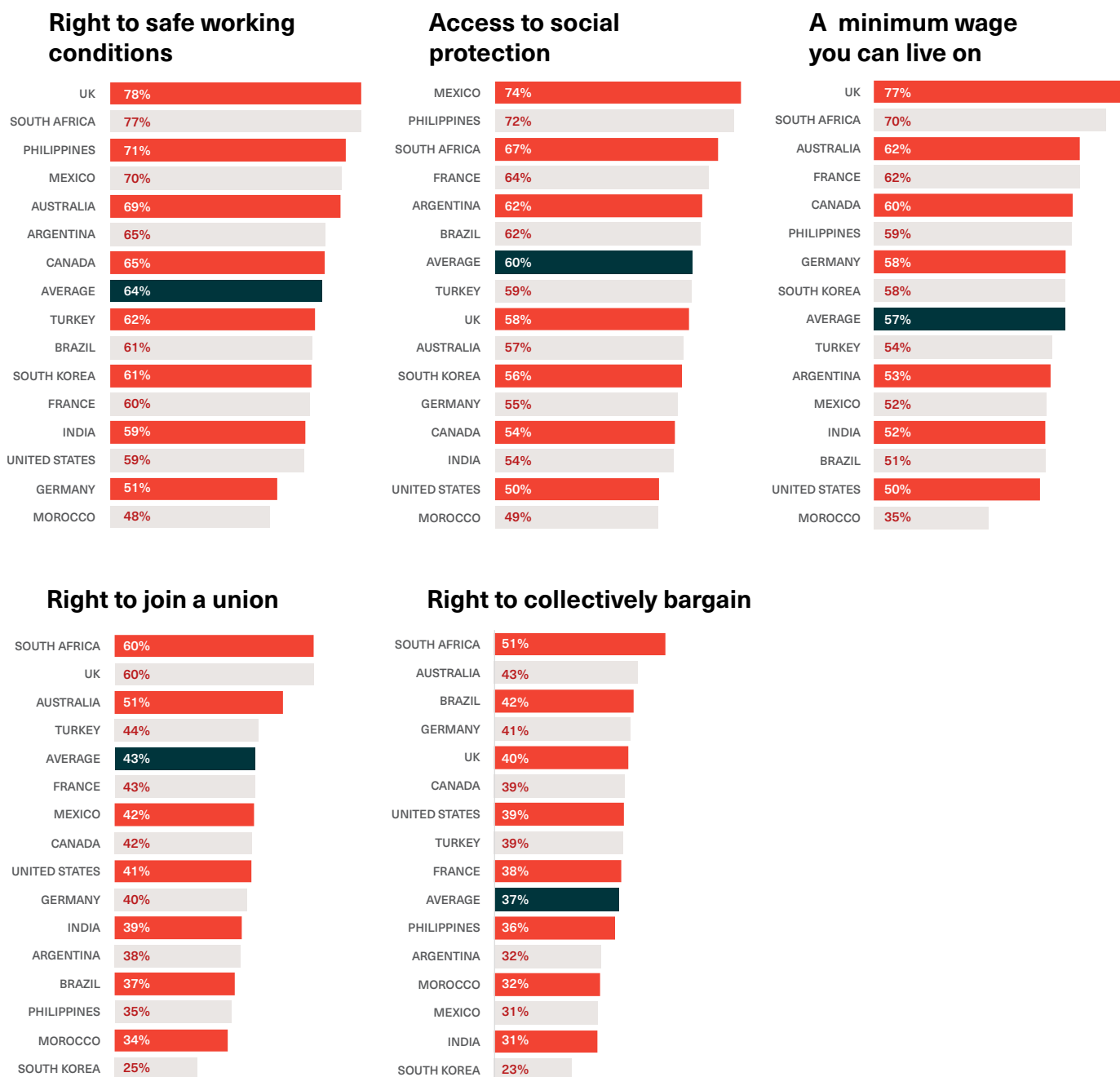


Figure 30, Question 16: Thinking now about those who earn their living through a platform employer like Uber Eats, Deliveroo, Uber, Lyft, Ola or Grab. For which of the following do you think they should have the same employment rights as other workers? Please tick all that apply. N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Countries ordered from highest to lowest figure.

**On average across the five items, more than half of people in each regional grouping support these provisions being provided to platform workers.**

At least half of people – on average across the five laws – support these provisions being provided to platform workers, with those in Europe (55%) being the most likely, followed by those in the G20 (53%), Latin America and Africa (52%), APAC (51%) and North America (50%).



# ANALYSIS

## SECTION 6: LABOUR LAWS AND SOCIAL PROTECTION FOR TRANSPORT WORKERS

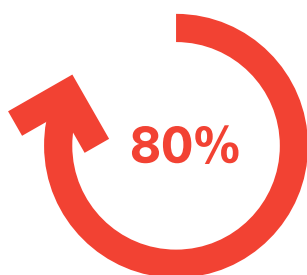
**There is strong support for social protections and labour rights for transport workers, and the role of the transport unions that fight for them.**

The populations included in this poll strongly support labour rights for transport workers, and in particular those laws that protect workers' health and safety (87%) and ensure a decent minimum wage (85%).

They also support the right to unionise and take action as a collective: 80% support laws that give workers the right to collectively bargain, and 75% want laws that provide the right to join a union. More than two-thirds (67%) support there being laws that protect the right to strike.

They also strongly support transport workers being provided with basic social protections such as affordable access to healthcare (86%) and education (84%), as well as unemployment benefits (81%). People also strongly support their government implementing policies to protect transport workers at vulnerable times in their life, such as providing decent retirement incomes (85%) and paid maternity leave (84%).

This support flows through to the role of transport unions themselves, with 68% of people believing it is important that transport unions play an active role in society. Of these, one in three (33%) believes it is very important.



**80% OF PEOPLE SUPPORT LAWS THAT GIVE WORKERS THE RIGHT TO COLLECTIVELY BARGAIN.**



# 6.1 IMPORTANCE OF TRANSPORT UNIONS

## Q. In your view, how important or not is it to have transport unions playing an active role in society?

**More than two-thirds of people believe it is important to have transport unions playing an active role in society.**

68% of people believe it is important that transport unions play an active role in society. Of these, 33% – or one in three – believe it is very important.

**Belief that transport unions are important was high amongst all age groups.**

Those aged 35-54 (70%) were the most likely to believe it is important that transport unions play an active role in society. However, almost as many of those aged 18-34 (68%) and 55+ (66%) thought the same.

Just under three-quarters (73%) of young workers thought that it is important for transport unions to play an active role in society.

**Both genders see the importance of having transport unions active in society.**

70% of women and 67% of men believe it is important that transport unions play an active role in society.

**More than half of people in each of the fifteen countries believe that transport unions are important.**

Those in South Africa and the Philippines (both 84%) are the most likely to believe that it is important that transport unions play an active role in society. This is followed by Brazil (77%), South Korea (76%), India (73%) and Turkey (73%).

Those in the United States (54%), the UK (56%) and France (59%) were less likely to believe in the importance of transport unions. However, this still constituted more than half of their population.

**The majority of people in all regional groupings believe that it is important to have transport unions active in society.**

Although a comparatively lower 57% of people in North America believe it is important to have transport unions active in society, this rises to 62% in Europe, 67% in the G20, 70% in Latin America, 75% in APAC and 78% in Africa.

**How important is it to have transport unions playing an active role in society?**

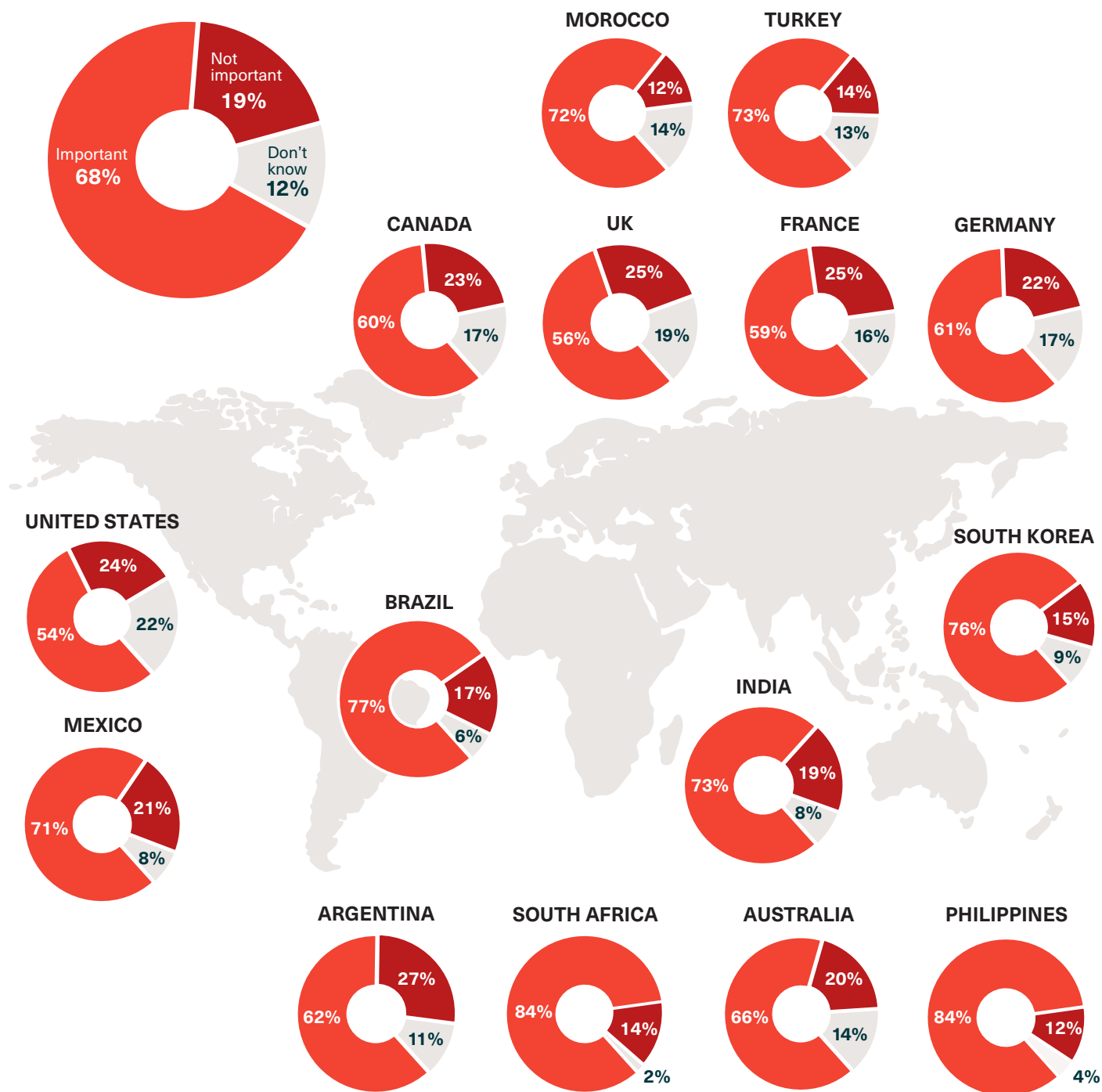


Figure 31, Question 19: In your view, how important or not is it to have transport unions playing an active role in society? N=1646; N is about 1,000 for each individual country, except for the UK (n=1554).

# 6.2 LABOUR RIGHTS FOR TRANSPORT WORKERS

Q. Do you strongly favour, somewhat favour, somewhat oppose or strongly oppose transport workers being covered by the following laws?

Do you think transport workers should have these employment rights?

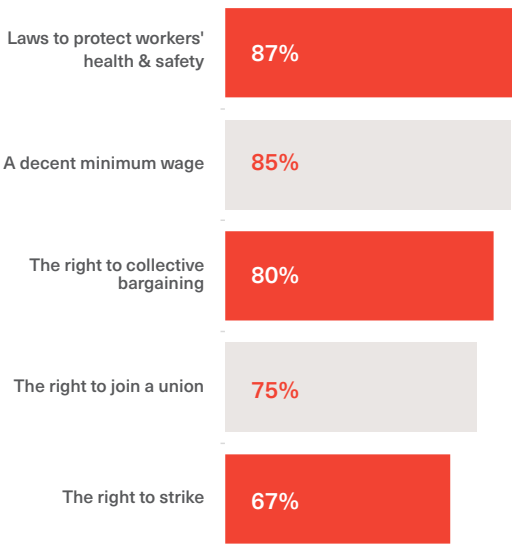


Figure 32, Question 25: Do you strongly favour, somewhat favour, somewhat oppose or strongly oppose transport workers being covered by the following laws? N=16464. Only combined results for 'strongly' and 'somewhat' favour shown. Results ordered from highest to lowest figure for the combined 'favour' total.

A large majority of people globally support labour rights for transport workers.

More than three-quarters of people support the following for transport workers:

- Laws that protect workers' health and safety (87%)
- Laws that establish a decent minimum wage (85%)
- Laws that give workers the right to collectively bargain (80%)
- Laws that give workers the right to join a union (75%)

Additionally, more than two in every three people support their being laws that protect the right to strike (67%).

On average, three-quarters or more of people in each of the regional groupings support these five laws.

75% of those in North America support these laws (on average across the five laws). This rises to 78% of those in Europe and the G20, 79% in APAC, 81% in Latin America and 82% in Africa.

Additionally, at least 63% of people in each of the regional groupings support each of the laws individually, with the lowest level of support being for 'the right to strike' (APAC, 63%).





## **WOMEN (88%) WERE SLIGHTLY MORE LIKELY THAN MEN (86%) TO SUPPORT LAWS THAT PROTECT WORKERS HEALTH AND SAFETY.**

### **SIGNIFICANT DIFFERENCES KEY COHORTS:**

Although there was strong support for these laws among all the age groups, those aged 55+ were more likely than other groups to support laws that protect workers health and safety and provide them a decent minimum wage. Young workers meanwhile were more likely than any other age cohort to support laws that allow transport workers to join a union and collectively bargain.

Reflecting this (on average across the five laws), 82% of those aged 55+, 79% of those aged 35-54 and 76% of those aged 18-34 support these laws. The average for young workers (80%) is slightly higher than their general age cohort, and the global average (79%).

Women were in all cases slightly more likely than men to support these labour laws covering transport workers (except for 'the right to strike').

The table below discusses these differences.

---

### **LAWS THAT PROTECT WORKERS HEALTH AND SAFETY (87%)**

- Almost two-thirds (63%) of people strongly support this.
- Although support was high amongst all age groups, those aged 55+ (95%) were even more likely than those aged 35-54 (87%) or 18-34 (81%) to support this law.
- Young workers (86%) were more likely than their general age cohort but slightly less likely than the global average to support this.
- Women (88%) were slightly more likely than men (86%) to support this.

---

### **LAWS THAT ESTABLISH A DECENT MINIMUM WAGE (85%)**

- More than half (57%) of people globally, strongly support this.
- Those aged 55+ (91%) were again more likely than those aged 35-54 (85%) or 18-34 (79%) to support this.
- Young workers (84%) were more likely than their general age cohort but slightly less likely than the global average to support this.
- Women (86%) were more likely than men (83%) to support this.

---

### **LAWS THAT GIVE WORKERS THE RIGHT TO COLLECTIVELY BARGAIN (80%)**

- Close to half (45%) of people strongly support this.
- Support was fairly consistent among age groups, with 82% of those aged 55+, 81% of those aged 35-54 and 77% of those aged 18-34 stating that they support this law.
- 81% of young workers support this law – more than both their general age cohort and the global average.
- Women (81%) were again – but only slightly – more likely than men to support this law (79%).



### **LAWS THAT GIVE WORKERS THE RIGHT TO JOIN A UNION (75%)**

- Four in ten (40%) people strongly support this.
- Young workers (77%) were more likely than the global average, and each of the general age cohorts to support this.
- 76% of those aged 55+, 75% of those aged 35-54 and 73% of those aged 18-34 stated they support this law.
- Women (75%) were slightly more likely than men (74%) to support this.

### **LAWS THAT PROTECT THE RIGHT TO STRIKE (67%)**

- One in three (33%) people strongly supports this.
- Again, young workers (72%) were more likely than any of the general age cohorts or the global average to support this.
- Among the age cohorts, younger respondents were more likely to support this law, with 68% of those aged 18-34, 67% of those aged 35-54 and 65% of those aged 55+ saying they support it.
- Men (67%) were slightly more likely than women (66%) to support this law.



## ONE IN THREE (33%) PEOPLE STRONGLY SUPPORT LAWS THAT PROTECT THE RIGHT TO STRIKE.

### SIGNIFICANT DIFFERENCES BY COUNTRY:

Although there was some variation, support for these laws covering transport workers was generally high across all fifteen countries included in this poll. In all but one case (South Korea, 48%, 'the right to strike') a majority of people in each country supported these laws.

Those in the Philippines were the most likely to support three of the five laws, and the second most likely in a fourth. Those in South Africa were in the top three most likely for each of the five laws.

South Korea was the least likely country to support three of these laws, while the United States was in the three least likely to support each of the five laws.

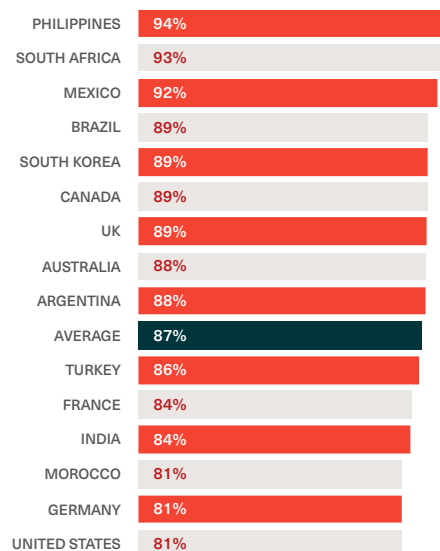
Reflecting this, on average, across the five laws, those in South Africa (87%) and the Philippines (86%) were most likely to support these laws, followed by Mexico (83%), Turkey (83%) and Brazil (81%). Likewise, those in the United States and South Korea (both 71%), followed by those in France, Morocco and the UK (all 77%) were less likely. These compare with the global average of 79%.

The table below demonstrates these differences.

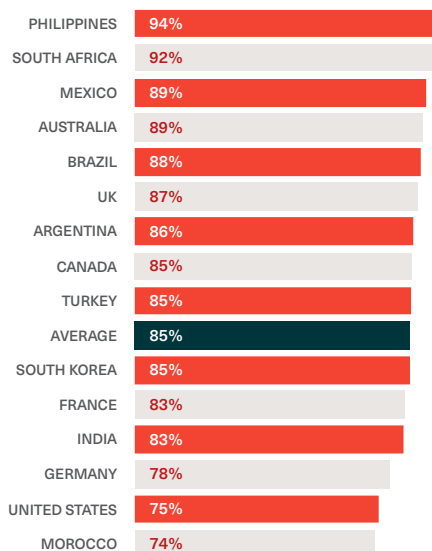
MORE LIKELY TO SUPPORT	LESS LIKELY TO SUPPORT
<b>LAWS THAT PROTECT WORKERS HEALTH AND SAFETY (87%)</b>	
↑ The Philippines (94%) South Africa (93%) Mexico (92%)	↓ Germany (81%) Morocco (81%) The United States (81%)
<b>LAWS THAT ESTABLISH A DECENT MINIMUM WAGE (85%)</b>	
↑ The Philippines (94%) South Africa (92%) Australia & Mexico (89%)	↓ Morocco (74%) The United States (75%) Germany (78%)
<b>LAWS THAT GIVE WORKERS THE RIGHT TO COLLECTIVELY BARGAIN (80%)</b>	
↑ The Philippines (91%) South Africa (89%) Mexico (87%)	↓ South Korea (68%) The United States (69%) Germany & The UK (74%)
<b>LAWS THAT GIVE WORKERS THE RIGHT TO JOIN A UNION (75%)</b>	
↑ South Africa (86%) The Philippines (80%) Turkey (80%)	↓ South Korea (66%) The United States (67%) Germany (71%)
<b>LAWS THAT PROTECT THE RIGHT TO STRIKE (67%)</b>	
↑ Turkey (78%) South Africa (76%) Morocco (75%)	↓ South Korea (48%) The UK (61%) The United States (62%)

## DO YOU THINK TRANSPORT WORKERS SHOULD HAVE THESE EMPLOYMENT RIGHTS? COUNTRY COMPARISONS

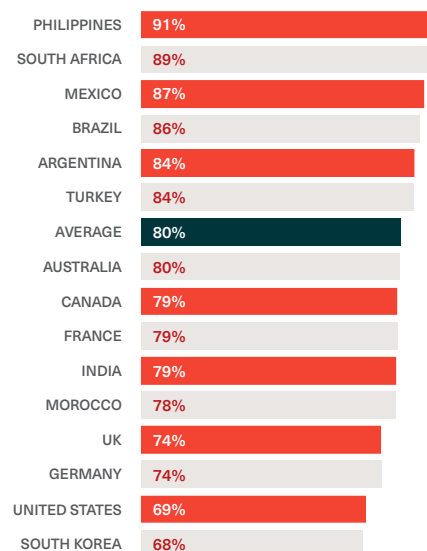
### Laws to protect workers' health & safety



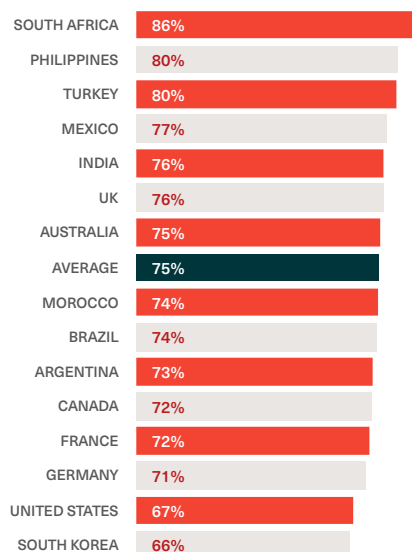
### A decent minimum wage for workers



### The right to collectively bargain



### The right to join a union



### The right to strike

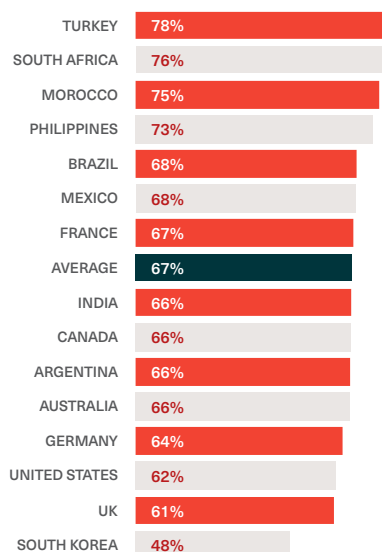


Figure 33, Question 25: Do you strongly favour, somewhat favour, somewhat oppose or strongly oppose transport workers being covered by the following laws? N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only combined results for 'strongly' and 'somewhat' favour shown. Results ordered from highest to lowest figure for the combined 'favour' total.







# 6.3 SOCIAL PROTECTIONS FOR TRANSPORT WORKERS

Q. Would you strongly favour, somewhat favour or strongly oppose the government working on providing transport workers with each of the following items?

Do you think transport workers should have these employment rights?

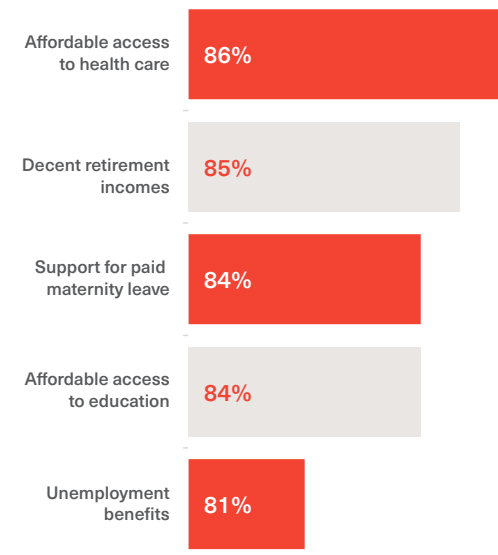


Figure 34, Question 20: Would you strongly favour, somewhat favour or strongly oppose the government working on providing transport workers with each of the following items. N=16464. Only combined results for 'strongly' and 'somewhat' favour shown. Results ordered from highest to lowest figure for the combined 'favour' total

At least eight in every ten people support each of these social protections being provided to transport workers.

At least 81% (unemployment benefits) of those included in this poll said that they support transport workers being provided with the social protections listed. With the exception of unemployment benefits (49%), more than half of people strongly supported each of these social protections for transport workers.

- Affordable access to health care (86% total support, 61% strongly support)
- Decent retirement incomes (85%, 58% strongly support)
- Affordable access to education (84%, 57% strongly support)
- Support for paid maternity leave (84%, 57% strongly support)
- Unemployment benefits (81%, 49% strongly support)

## **SIGNIFICANT DIFFERENCES KEY COHORTS:**

Those aged 55+ were consistently more likely than those aged 18-34, and to a lesser extent those aged 35-54 to support these social protections. Over the five social protections, an average of 88% of those aged 55+, 85% of those aged 35-54 and 79% of those aged 18-34 supported these being provided to transport workers.

At 83% average support across the five items, young workers were consistently more likely than their general age cohort to support these social protections being provided to transport workers.

In line with the results for each of the social protections individually, women (85%) had a slightly – not significantly – larger average support rating than men (82%).

The table below discusses these differences.

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### **AFFORDABLE ACCESS TO HEALTH CARE (86%)**

- The older the respondent the more likely they were to support this, with 89% of those aged 55+, 86% of those aged 35-54 and 81% of those aged 18-34 believing transport workers should be given these protections.
- Young workers (85%) were slightly more likely than their general age cohort, but slightly less likely than the overall sample to support this.
- Women (87%) were only slightly more likely than men (84%) to support this.

---

### **DECENT RETIREMENT INCOMES (85%)**

- Those aged 55+ (89%) and 35-54 (87%) were far more likely than those aged 18-34 (79%) to support these social protections for transport workers.
- Young workers (84%) were again more likely than their general age cohort to support this (and were in line with the global average).
- Women (86%) were more likely than men (83%) to support this.

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### **AFFORDABLE ACCESS TO EDUCATION (84%)**

- Those aged 55+ (86%) and 35-54 (85%) were again slightly more likely than those aged 18-34 (80%) to support this.
- Young workers (84%) were more likely than their general age cohort to support this.
- Women (85%) were again slightly more likely than men (82%) to support transport workers being provided with this.

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### **SUPPORT FOR PAID MATERNITY LEAVE (84%)**

- Again, those age 55+ (87%) and 35-54 (86%) were significantly more likely than those aged 18-34 (80%) to support this.
- Young workers (85%) were again more likely than their general age cohort to support this.
- Women (87%) were also significantly more likely than men (82%) to support this.

---

### **UNEMPLOYMENT BENEFITS (81%)**

- Those aged 55+ (87%) supported this social protection for transport workers at a far higher rate than those aged 35-54 (82%) or 18-34 (74%).
- Young workers (77%) were more likely than their general age cohort, but less likely than the overall global average, to support this.
- Women (82%) were again more likely than men (80%) to support this.

## SIGNIFICANT DIFFERENCES BY COUNTY:

For all but one item (unemployment benefits), those in the Philippines were the most likely to support transport workers being provided with these protections.

South Africa and Mexico were also commonly in the top three most likely to support, with South Africa appearing five times and Mexico four. For three of the five social protections, the United States were the least likely to support them being provided to transport workers. The UK were the least likely for the remaining two.

Reflecting these results, those in the Philippines (93%), South Africa (93%) and Mexico (90%) had the highest overall levels of support (on average across the five social protections). Likewise, those in the United States (75%) and the UK (76%) had the lowest.

The table below demonstrates these differences.

MORE LIKELY TO SUPPORT		LESS LIKELY TO SUPPORT	
AFFORDABLE ACCESS TO HEALTH CARE (86%)			
↑	The Philippines (95%) South Africa (95%) Mexico (92%)	↓	The UK (75%) The United States (79%) South Korea (81%)
DECENT RETIREMENT INCOMES (85%)			
↑	The Philippines (94%) South Africa (93%) Argentina, Brazil & Mexico (all 90%)	↓	The United States (75%) South Korea (78%) Morocco (80%)
AFFORDABLE ACCESS TO EDUCATION (84%)			
↑	The Philippines (95%) South Africa (94%) Mexico (92%)	↓	The United States (72%) The UK (73%) South Korea (73%)
SUPPORT FOR PAID MATERNITY LEAVE (84%)			
↑	The Philippines (94%) South Africa (92%) Mexico (90%)	↓	The United States (73%) Morocco (79%) Germany (79%)
UNEMPLOYMENT BENEFITS (81%)			
↑	South Africa (92%) Turkey (88%) The Philippines (88%)	↓	The UK (70%) Australia (73%) India & The United States (75%)

## DO YOU THINK TRANSPORT WORKERS SHOULD HAVE THESE SOCIAL PROTECTIONS? COUNTRY COMPARISONS

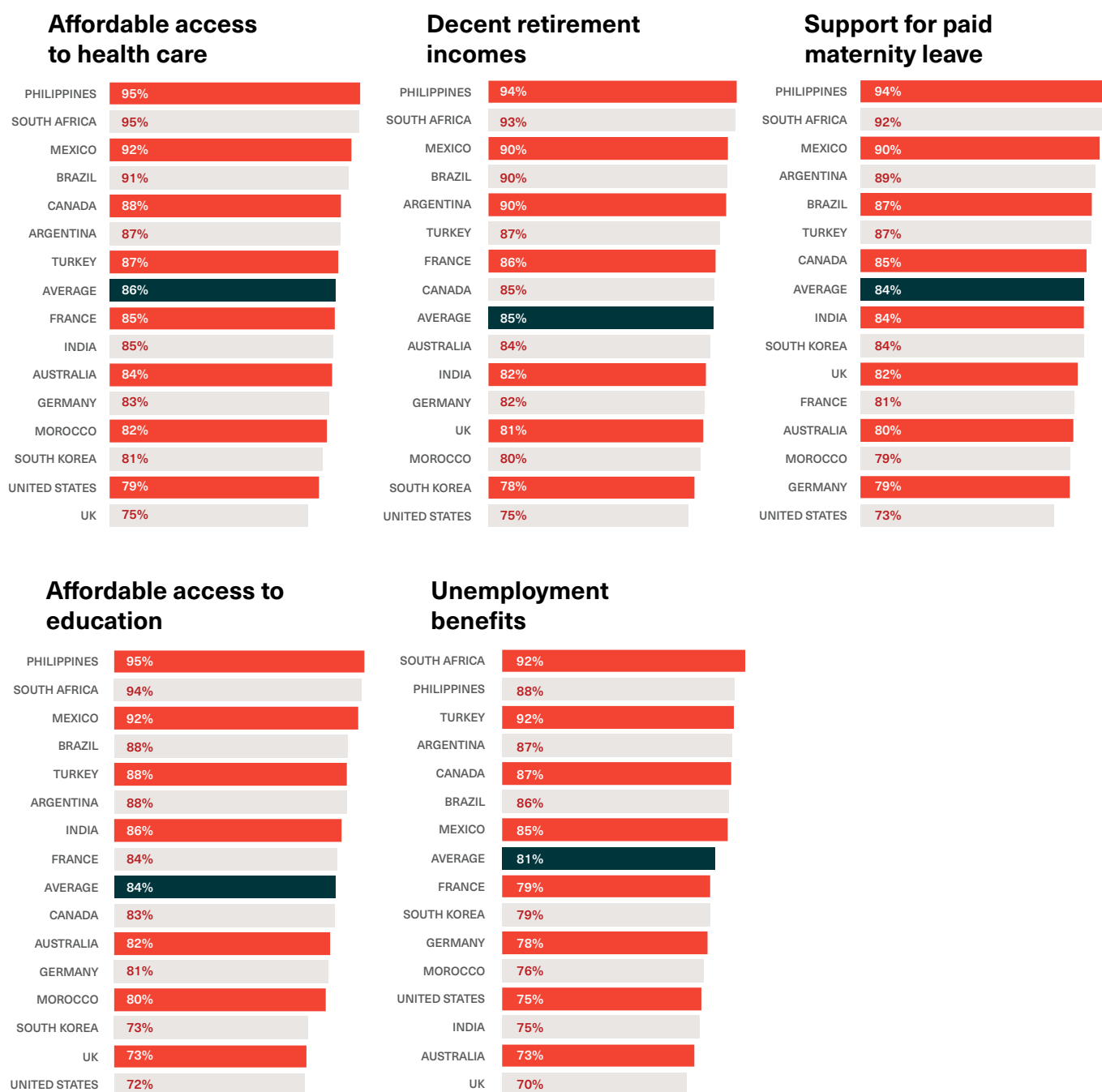


Figure 35, Question 20: Would you strongly favour, somewhat favour or strongly oppose the government working on providing transport workers with each of the following items. N=16464; N is about 1,000 for each individual country, except for the UK (n=1554). Only combined results for 'strongly' and 'somewhat' favour shown. Results ordered from highest to lowest figure for the combined 'favour' total.

**For each regional grouping at least eight in ten people – on average across the five items – support transport workers being provided with these protections.**

While those in Latin America (89%) and Africa (86%) were the most likely to support these social protections (on average across the five), those in the G20 (83%), APAC (84%), Europe (81%) and North America (80%) were also highly likely.

# APPENDIX 1: TOP LINE RESULT TABLES

## KEY

AR	AU	BR	CA	DE	FR	IN	KR
Argentina	Australia	Brazil	Canada	Germany	France	India	South Korea
MA	MO	PH	TR	UK	US	ZA	
Mexico	Morocco	Philippines	Turkey	UK	USA	South Africa	

## Q1 Transport worries

Personally, how worried are you about the following transport issues in your country  
(Total 'Worried')

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Cost of transport	71	72	66	79	68	70	71	72	60	70	67	84	73	63	64	90
Rising fuel costs	82	82	81	81	81	76	79	81	80	81	83	91	84	81	72	95
Impact of transport emissions on climate change	66	64	59	71	60	54	64	76	66	74	69	88	62	55	53	77
Driverless cars trucks and trains	50	50	50	56	50	44	52	57	33	46	49	70	35	46	52	64
The number of staff at stations or on trains	39	43	35	49	25	41	36	54	22	40	39	58	25	27	32	62
The number of staff at airports or on planes	36	31	41	43	40	38	31	43	20	36	33	55	24	26	39	47
Access and affordability of public transport	59	69	50	72	48	53	52	64	45	60	60	73	66	52	46	78
Shortages of goods in shops because of supply chain disruption	64	69	63	68	67	59	56	65	44	69	57	85	58	56	66	79



## Q2 Importance of transport to economies

How important or not is transport to your country's economy?

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
<b>Total Important</b>	<b>88</b>	<b>87</b>	<b>90</b>	<b>90</b>	<b>88</b>	<b>83</b>	<b>82</b>	<b>86</b>	<b>91</b>	<b>88</b>	<b>84</b>	<b>96</b>	<b>86</b>	<b>88</b>	<b>84</b>	<b>96</b>
Very important	60	56	65	79	60	59	31	58	39	57	68	79	41	62	64	79
Fairly important	28	31	25	11	28	24	52	28	52	31	16	17	45	26	20	17
Not very important	5	4	4	4	4	7	7	8	5	7	5	2	6	3	5	3
Not important at all	1	1	0	2	1	3	2	2	1	2	2	0	1	1	2	1
Don't know	6	7	5	3	7	8	9	4	3	3	9	2	7	9	8	0

## Q3 Government handling of social services

How well or badly do you think the government in your country is handling the following issues:

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
<b>Transport</b>																
Total Well	43	36	52	36	43	30	39	69	54	40	55	52	41	24	34	41
Total Badly	48	58	39	60	44	56	54	27	36	55	35	45	43	61	48	58
<b>Healthcare</b>																
Total Well	41	36	47	38	31	43	36	72	59	36	28	60	43	20	34	42
Total Badly	54	59	49	60	64	51	60	25	34	60	62	37	51	73	58	57
<b>Climate change</b>																
Total Well	32	22	39	38	31	31	20	54	23	27	48	44	25	25	28	34
Total Badly	56	59	49	52	57	58	74	39	67	63	34	51	59	58	57	57
<b>Education</b>																
Total Well	39	29	53	39	43	30	27	69	31	39	34	69	21	31	34	45
Total Badly	54	67	38	58	48	61	68	28	61	58	59	29	73	54	56	54
<b>Economy</b>																
Total Well	33	10	48	36	31	34	33	63	20	34	45	54	14	19	33	23
Total Badly	61	87	46	60	60	57	62	33	75	61	42	43	80	72	59	75
<b>Energy</b>																
Total Well	38	30	40	49	40	21	28	73	34	44	60	54	31	15	32	25
Total Badly	54	60	51	47	49	71	67	21	55	49	26	43	59	78	56	73

## Q4 Support for government transport policies

Would you support or oppose the government in your country doing the following?  
(Total 'Support')

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Nationalising transport	66	62	66	66	59	45	58	81	58	66	76	92	80	62	49	75
Increasing investment in sustainable transport	80	82	82	82	77	72	77	81	82	85	80	92	83	78	64	88
Increasing investment in all transport	75	78	76	80	69	63	66	79	68	82	80	88	78	71	62	86
Increasing access to transport	83	78	86	89	82	74	83	83	80	84	84	93	85	83	70	91
Improving health & safety laws to protect transport workers	85	88	87	89	84	75	76	86	85	90	86	95	87	79	74	93
Investing in job creation for transport sector	81	86	82	89	78	70	74	83	80	87	85	93	84	72	68	94
Putting in place national plans to lower emissions in the transport sector	79	74	79	79	75	61	80	81	84	86	80	92	82	76	61	90
Protecting transport worker employment rights	83	87	84	87	82	77	76	84	81	88	84	94	87	75	71	91
Protecting transport workers from violence & harassment	87	88	88	89	86	78	84	84	86	89	85	96	87	88	78	95
Adopting new rules for multi-national transport companies to end abuse of transport workers in supply chains	80	80	83	85	80	69	80	79	72	87	76	92	83	76	68	90

## Q5 Fairness of the economic system

Do you think the economic system of your country generally favours the wealthy or is it fair to most people?

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Favours the wealthy	67	67	64	71	71	65	70	48	70	64	63	59	82	74	64	76
Fair to most people	22	14	27	22	20	21	17	41	20	25	21	33	9	16	24	19
Don't know	11	19	9	7	9	13	13	11	9	11	16	9	9	10	12	5

## Q6 Reliance of the global economy on transport

To what extent do you think the world's economy relies on transport workers for the movement of goods and people?

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
<b>Total</b>	<b>67</b>	<b>67</b>	<b>64</b>	<b>71</b>	<b>71</b>	<b>65</b>	<b>70</b>	<b>48</b>	<b>70</b>	<b>64</b>	<b>63</b>	<b>59</b>	<b>82</b>	<b>74</b>	<b>64</b>	<b>76</b>
<b>Great deal/ Some extent</b>																
A great deal	52	50	66	63	63	57	17	41	32	45	51	50	43	67	64	68
To some extent	29	32	23	25	23	24	31	40	42	40	28	38	32	20	19	24
A little	9	9	7	7	7	7	22	11	17	9	7	9	11	4	6	7
Not at all	2	2	1	1	1	2	6	2	2	2	2	1	2	1	2	0
Don't know	8	7	4	4	6	11	24	7	8	4	11	2	12	9	9	1

## Q7 Importance of social services

How important or not are the following public services to you?  
(Total 'Important')

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Transport	87	89	88	93	88	76	84	90	88	90	86	96	86	82	81	94
Healthcare	91	91	94	93	93	85	91	91	90	92	84	97	93	92	84	95
Education	85	91	78	92	85	77	85	92	73	91	84	97	92	70	77	93
Housing	83	83	81	90	86	77	77	87	85	89	84	94	82	66	75	93
Policing	85	88	84	93	77	77	86	81	90	86	86	93	83	85	76	92
Energy	89	90	91	93	87	84	87	89	84	92	82	95	88	91	84	95

## Q8 Economic and social value of transport

To what extent or not do you think transport is important for each of the following in your country? (Total 'Important')

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Reducing economic inequality	<b>77</b>	77	74	86	72	67	73	83	81	79	77	93	80	65	64	90
Coping with emergencies	<b>88</b>	89	91	92	87	81	82	88	90	91	83	96	88	86	82	96
Acting on climate change	<b>76</b>	69	71	81	72	65	78	82	82	83	77	94	80	69	61	85
National identity	<b>67</b>	63	62	83	53	47	57	84	76	70	76	89	76	42	51	84
Uniting people	<b>77</b>	82	80	86	72	68	60	84	74	83	77	93	77	70	66	90
Connecting rural communities	<b>87</b>	90	90	92	85	82	79	88	83	92	83	96	80	86	79	95
Improving life in cities	<b>85</b>	86	85	92	84	72	82	87	85	89	87	95	87	76	79	94

## Q9 Involving workers in decision making

To what extent do you think the transport industry would be better or worse off if there was greater involvement from transport workers in decision making?

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
<b>Total Better</b>	<b>66</b>	<b>71</b>	<b>64</b>	<b>82</b>	<b>62</b>	<b>51</b>	<b>57</b>	<b>72</b>	<b>59</b>	<b>70</b>	<b>75</b>	<b>80</b>	<b>67</b>	<b>51</b>	<b>60</b>	<b>78</b>
Much better off	<b>35</b>	42	31	54	27	18	27	34	14	35	55	47	35	25	33	48
A little better off	<b>31</b>	29	33	28	35	33	30	37	45	34	20	33	32	26	26	30
Neither	<b>18</b>	12	19	10	19	24	22	16	25	19	8	15	18	20	20	16
A little worse off	<b>3</b>	5	3	2	4	3	3	3	6	3	2	1	2	5	3	2
Much worse off	<b>2</b>	2	3	1	1	1	1	1	3	2	2	0	2	4	2	3
Don't know	<b>11</b>	10	11	4	14	21	18	8	8	6	13	3	11	20	15	2

## Q10 Companies not behaving ethically

To what extent or not do you think the following types of companies behave in an ethical and fair way? (Total 'Not Ethical')

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Energy companies	52	60	50	42	44	57	56	27	57	58	30	44	71	69	44	58
Transport companies	44	53	34	52	33	43	51	30	57	63	36	36	58	45	29	46
High street retailers	42	42	33	34	37	33	60	33	58	64	34	31	62	38	34	32
Food producers	39	44	23	35	30	48	51	29	48	47	39	20	72	35	32	24
Technology companies	36	33	38	27	38	41	46	22	42	37	23	22	55	46	44	25
Private healthcare providers	42	48	39	41	38	41	46	39	43	46	45	28	67	41	40	26
Don't know	11	10	11	4	14	21	18	8	8	6	13	3	11	20	15	2

## Q11 Supply chain laws

To what extent do you support or oppose there being national and international laws that hold companies to account for environmental and labour rights abuses in their supply chains?

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
<b>Total Support</b>	<b>81</b>	<b>85</b>	<b>82</b>	<b>87</b>	<b>81</b>	<b>69</b>	<b>78</b>	<b>80</b>	<b>78</b>	<b>89</b>	<b>79</b>	<b>90</b>	<b>81</b>	<b>76</b>	<b>68</b>	<b>92</b>
Strongly support	47	61	47	60	45	29	37	45	16	56	54	58	52	44	38	62
Tend to support	34	25	35	26	36	40	42	35	61	32	26	32	29	32	30	30
Tend to oppose	5	3	4	4	4	8	7	7	6	4	5	4	4	4	9	4
Strongly oppose	2	1	2	2	2	2	1	1	2	1	2	1	1	2	7	1
Not sure	12	10	12	8	13	20	13	12	15	6	14	4	14	18	16	3



## Q14 Prioritising transport investment

Should each of the following transport provisions be high priority, medium priority, or low priority for the government in your country to invest in? (High priority only)

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Local and commuter rail links	49	59	45	61	35	50	47	51	37	43	59	59	57	42	35	62
Long distance rail links	49	64	48	65	37	37	40	57	33	48	64	59	62	31	39	66
Electric buses	50	55	44	62	41	32	41	60	48	61	58	58	60	44	33	54
Expanding capacity of public transport	48	60	41	66	36	44	37	55	33	57	58	66	60	35	27	63
Make using public transport free	40	41	41	49	34	43	40	42	22	45	47	53	48	29	28	50
Access to public transport within a 10-minute walk	45	51	41	56	35	40	46	49	26	46	59	55	49	38	29	65
Increased airport capacity	31	41	29	44	26	12	13	43	15	40	54	49	41	10	23	45

## Q15 Public transport – who pays?

Thinking about how public transport should be funded, which one of the following is closest to your view? Public transport should be...

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Mostly paid for by government from general taxation meaning lower fares for people using it	49	48	51	53	46	49	44	45	52	63	38	58	56	50	34	56
Mostly paid by the people who use it, meaning higher fares, but lower subsidies from taxation	20	25	19	10	23	18	15	25	28	12	16	16	11	22	31	23
Paid for entirely by government from general taxation, meaning it is free for people using it	21	16	21	29	19	22	29	22	11	20	29	22	20	13	20	20
Don't know	10	11	10	8	12	11	12	9	9	5	18	5	13	15	15	2

## Q16 Labour rights for platform workers

Thinking now about those who earn their living through a platform employer like Uber Eats, Deliveroo, Uber, Lyft, Ola or Grab. For which of the following do you think they should have the same employment rights as other workers? Please tick all that apply.

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Right to join a union	43	38	51	37	42	40	43	39	25	42	34	35	44	60	41	60
Right to collectively bargain	37	32	43	42	39	41	38	31	23	31	32	36	39	40	39	51
Right to safe working conditions	64	65	69	61	65	51	60	59	61	70	48	71	62	78	59	77
A minimum wage on which you can live	57	53	62	51	60	58	62	52	58	52	35	59	54	77	50	70
Access to social protection	60	62	57	62	54	55	64	54	56	74	49	72	59	58	50	67
Don't know	10	8	10	8	12	19	12	7	11	3	14	3	16	9	11	1
None of the above	4	2	4	2	6	6	4	3	6	2	5	1	3	5	10	0

## Q17 Protections for transport workers

Some of those in the transport sector work across borders and in international waters and air. How important or not do you think it is that they should have protections in their workplace regardless of where they work?

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
<b>Total Important</b>	<b>85</b>	<b>87</b>	<b>89</b>	<b>89</b>	<b>85</b>	<b>79</b>	<b>77</b>	<b>84</b>	<b>84</b>	<b>90</b>	<b>78</b>	<b>93</b>	<b>84</b>	<b>83</b>	<b>78</b>	<b>96</b>
Very important	59	67	59	77	56	50	35	57	27	71	63	77	64	58	51	74
Fairly important	26	20	29	12	29	29	42	27	58	19	15	17	20	26	27	22
Not very important	5	3	3	4	4	7	8	7	7	4	4	3	5	3	7	3
Not important at all	2	1	1	2	1	2	2	2	1	1	3	1	2	1	2	1
Don't know	8	9	7	5	9	11	12	6	7	4	14	3	9	12	13	1

## Q19 Importance of transport unions

In your view, how important or not is it to have transport unions playing an active role in society?

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
<b>Total Important</b>	<b>68</b>	<b>62</b>	<b>66</b>	<b>77</b>	<b>60</b>	<b>61</b>	<b>59</b>	<b>73</b>	<b>76</b>	<b>71</b>	<b>72</b>	<b>84</b>	<b>73</b>	<b>56</b>	<b>54</b>	<b>84</b>
Very important	33	32	30	54	21	24	20	38	18	31	48	46	38	25	26	54
Fairly important	35	30	37	23	39	37	40	35	59	40	24	38	35	32	28	30
Not very important	13	17	12	10	16	16	15	15	12	15	8	10	10	16	12	9
Not important at all	7	10	7	7	7	6	10	4	2	6	5	2	5	9	12	4
Don't know	12	11	14	6	17	17	16	8	9	8	15	4	13	19	22	2

## Q20 Social protections for transport workers

Would you strongly favour, somewhat favour or strongly oppose the government working on providing transport workers with each of the following items: (Total 'favour').

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Unemployment benefits	81	87	73	86	87	78	79	75	79	85	76	88	88	70	75	92
Decent retirement incomes	85	90	84	90	85	82	86	82	78	90	80	94	87	81	75	93
Affordable access to health care	86	87	84	91	88	83	85	85	81	92	82	95	87	75	79	95
Affordable access to education	84	88	82	88	83	81	84	86	73	92	80	95	88	73	72	94
Support for paid maternity leave	84	89	80	87	85	79	81	84	84	90	79	94	87	82	73	92

## Q21 Attitudes towards transport as a profession

Thinking about your country, to what extent would you agree or disagree that working in transport is a ...? (Total 'agree')

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Respected profession	66	76	60	70	68	63	44	80	36	79	82	91	61	48	61	76
Attractive career for young people	62	70	61	64	63	54	52	81	38	67	72	84	57	43	59	76
Attractive career for women	54	66	53	61	57	49	44	73	29	68	47	79	44	37	51	63

## Q23 Worries about transport delays

Thinking about the next time you travel to see friends or family, how worried are you about chaos and delays in your journey by road, rail, bus or airplane?

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
<b>Total Worried</b>	<b>56</b>	<b>67</b>	<b>50</b>	<b>63</b>	<b>48</b>	<b>42</b>	<b>39</b>	<b>73</b>	<b>49</b>	<b>72</b>	<b>60</b>	<b>79</b>	<b>45</b>	<b>40</b>	<b>43</b>	<b>79</b>
Very worried	24	35	21	34	18	13	11	33	10	37	26	41	18	11	16	46
Somewhat worried	32	32	29	28	30	29	28	39	39	35	34	38	27	29	27	33
A little worried	22	16	26	19	23	25	29	18	28	19	17	15	33	27	23	15
Not worried at all	15	9	18	13	20	21	23	4	18	5	12	3	15	25	22	6
Don't know	7	7	7	6	9	12	10	6	4	4	11	2	7	9	12	1

## Q25 Labour rights for transport workers

Do you strongly favour, somewhat favour, somewhat oppose or strongly oppose transport workers being covered by the following laws? (Total 'favour')

	Total	AR	AU	BR	CA	DE	FR	IN	KR	MA	MO	PH	TR	UK	US	ZA
Right to join a union	75	73	75	74	72	71	72	76	66	77	74	80	80	76	67	86
Collective bargaining	80	84	80	86	79	74	79	79	68	87	78	91	84	74	69	89
A decent minimum wage	85	86	89	88	85	78	83	83	85	89	74	94	85	87	75	92
Health and safety	87	88	88	89	89	81	84	84	89	92	81	94	86	89	81	93
Right to strike	67	66	66	68	66	64	67	66	48	68	75	73	78	61	62	76
Don't know	7	7	7	6	9	12	10	6	4	4	11	2	7	9	12	1









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