

Integrating Travellers' Heterogeneity in Subscription Choice Processes Through Hybrid Choice Modelling: An Application to the Swiss Railway Market

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Research Idea

Research Idea

Public transportation companies often classify their customers into only two classes, i.e. first and second class. Such a rough segmentation largely ignores travellers' specific needs and habits and may thus leave significant heterogeneity within classes.

Do **dedicated train sections** that create separate spaces for people with different travel needs and habits provide value to travellers?

Study 1 (207 participants) with 2 different types of section access:

1. Common section access
2. Common + dedicated section access

Study 2 (505 participants) with 2 different types of section access (+ specification):

1. Common section only
2. Common + dedicated section
 - dedicated section (business);
 - dedicated section (silence);
 - dedicated section (family);
 - dedicated section (life-style).

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Study 1 – Survey Design and Method

Choice Design

SP data, D-efficient design (D-error: 0.0499), 60 choice tasks, 5 blocks, 3 unlabeled alternatives + no choice option, 4 attributes per alternative

Data Collection

Stratified sample by age; 20-minutes surveys including demographics, choice experiment and latent variables

Analysis

- Discrete choice model (MNL with EC for panel data structure);
- Hybrid choice model (MNL with EC and latent variable)

Study 1 – Choice Experiment

- **Train Section Access**

1. Common Section Access
2. Dedicated Section Access

- **Travel during rush hour (7:00-8:30 and 17:00-18:30)**

1. No
2. Yes

- **Geographical Access**

1. Area Small (Zone)
2. Area Medium (Region, Canton)
3. Route (> 10 km)
4. Area Small (Zone) + Route (> 10 km)
5. Area Medium (Region, Canton) + Route (> 10 km)
6. Area Big (Country)

- **Price**

1. CHF 1'000.-
2. CHF 2'500.-
3. CHF 4'000.-
4. CHF 5'500.-

Study 1 - Example Specification for Choice Situation of Consumer

If these were the travel card options offered to you, would you buy any of those and if yes which one?

Choose by clicking on one of the buttons below:

	Travel Card Nr. 1	Travel Card Nr. 2	Travel Card Nr. 3	None
Train Section Access	Common Section Access	Common + Dedicated Section Access	Common Section Access	I would not choose any of these.
Geographical Access	Area Small (Zone)	Area Small (Zone) + Route (> 10 km)	Area Medium (Region, Canton) + Route (> 10 km)	
Travel during rush hour (7:00 – 8:30 and 17:00 – 18:30)	Yes	No	Yes	
Price	CHF 5'500.-	CHF 1'000.-	CHF 4'000.-	



LEGEND (Click on the attribute name to see the description)

- **Train Section Access**
- **Geographical Access**
- **Travel during rush hour (7:00 – 8:30 and 17:00 – 18:30)**
- **Price**

Study 1 - Main Latent Construct in the Survey

Out-group Derogation:

Out-group derogation describes the phenomenon of people having a tendency to evaluate people of their outgroup (people with different behaviors, opinions, characteristics) more negatively (Dasgupta, 2004). Group biases often influence people's judgments, decisions, and behaviors (Dasgupta, 2004).

H1a: When choosing between travel card offerings, travelers have a higher utility for travelcards that offer additional access to dedicated sections (vs. access only to common section).

H1b: When choosing between travel card offerings, travelers with a high (vs. low) tendency towards out-group derogation derive a higher utility from travel cards that offer additional access to dedicated sections (vs. access only to common section).

Out-group Derogation Scale (Study 1 and 2)

Please indicate how much you agree with the following statements.

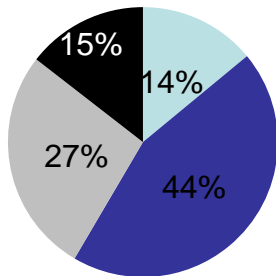
	I strongly disagree. 1	2	3	4	5	6	I strongly agree. 7
When I am travelling alone on the train, I distance myself from people ...							
... who have a different type of work than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who have a different family status than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who are from a different social / economic class than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who are culturally different from me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
When I am travelling alone, I separate from people ...							
... who have different personal characteristics than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who do not share my beliefs / values.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who have different interests than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who behave differently than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
When I am travelling alone, I prefer not to be on the train with people ...							
... who have different travel needs than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who have different purposes of travelling than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who travel in different ways than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who travel a distance different from mine.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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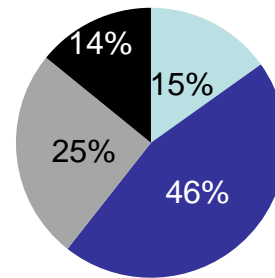
Study 1 - Sample Description (I/II)

- 207 Swiss German respondents (101 female, 49 %).
- All respondents either want to buy a new subscription or renew an old one within the next year.
- All respondents will pay for their subscription by themselves.
- Stratified sampling by age.



Age (Sample)

- young adults (16 - 25)
- adults (26 - 49)
- best agers (50 - 64 / 50 - 63)
- seniors (>65 / > 64)

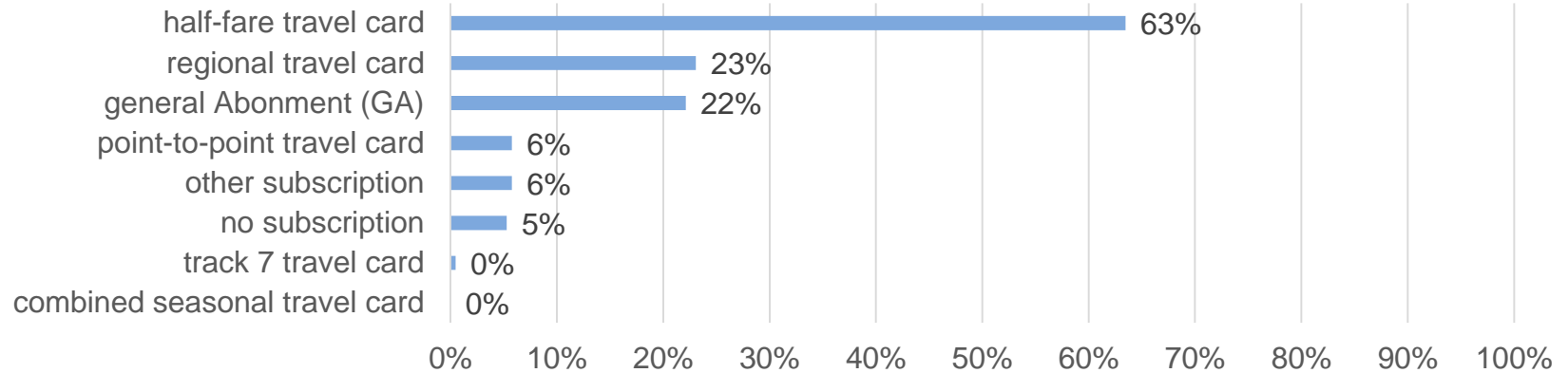


Age (Swiss Population)

- Young Adults (16 - 25)
- Adults (26 - 49)
- Best Agers (50 - 64 / 50 - 63)
- Seniors (>65 / > 64)

Study 1 - Sample Description (II/II)

Type of Subscription Owned (Multiple Answers Possible)



Main Purposes of Travelling by Train (Multiple Answers Possible)

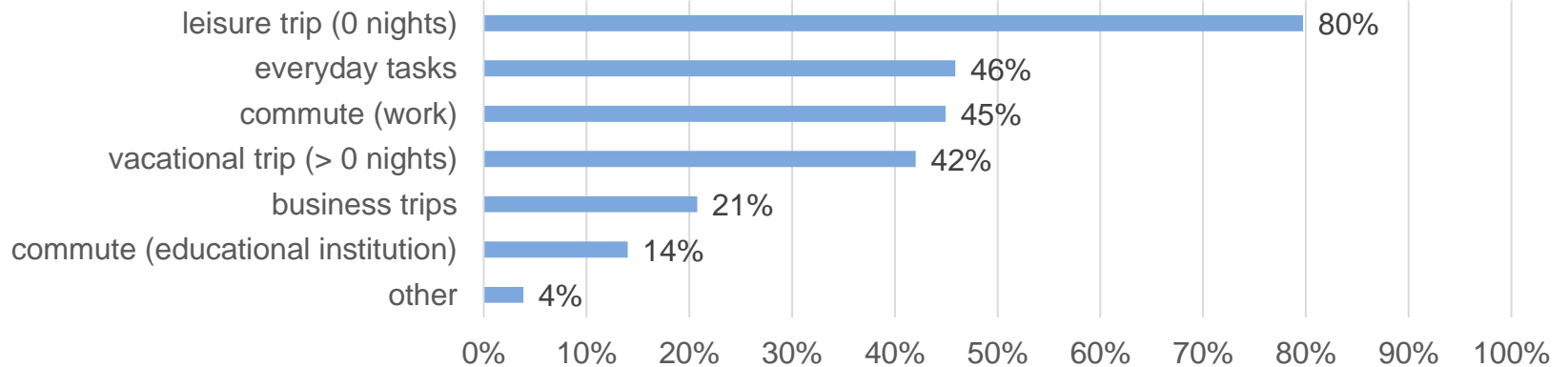


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Study 1 – Discrete Choice Model

Parameter Description		coeff.	std. error	t-stat	p-value
Alternative Parameters					
Alternative constant		-3.45	.49	-6.99	.00 ***
Geographical access, area small (zone)		-1.12	.19	-5.98	.00 ***
Geographical access, area small (zone) + route (> 10 km)		-.94	.16	-5.82	.00 ***
Geographical access, route (> 10 km)		-.47	.14	-3.31	.00 ***
Geographical access, area medium (region, canton)		.28	.12	2.30	.02 **
Geographical access, area medium (region, canton) + route (> 10 km)		.31	.10	3.00	.00 ***
Travelling during rush hour (7:00 – 8:30 and 17:00 – 18:30)		1.84	.26	7.07	.00 ***
Train section access		.14	.09	1.43	.15
Price		-.00073	<.01	-6.92	.00 ***
Scale Parameters					
Scale effect, Lake Geneva region		.70	.17	4.18	.00 ***
Scale effect, Swiss Plateau		.95	.14	6.63	.00 ***
Scale effect, North-west Switzerland		.93	.15	6.16	.00 ***
Scale effect, Eastern Switzerland		.76	.15	4.93	.00 ***
Scale effect, Central Switzerland		.73	.15	4.94	.00 ***
Scale effect, Ticino		1.78	.41	4.39	.00 ***
Error Component Parameters					
Error component parameter (panel data)		2.43	.33	7.28	.00 ***
Summary Statistics					
$\mathcal{L}(\beta_0)$	=	-2960.79	ρ^2	=	.402
$\mathcal{L}(\hat{\beta})$	=	-1770.89	$\bar{\rho}^2$	=	.396
$-2[\mathcal{L}(\beta_0) - \mathcal{L}(\hat{\beta})]$	=	2379.80			

Study 1 – Hybrid Choice Model (I/II)

Parameter Description	coeff.	std. error	t-stat	p-value	
Alternative Parameters					
Alternative constant	-2.97	.41	-7.35	.00 ***	
Geographical access, area small (zone)	-.92	.15	-6.07	.00 ***	
Geographical access, area small (zone) + route (> 10 km)	-.70	.13	-5.57	.00 ***	
Geographical access, route (> 10 km)	-.46	.12	-3.76	.00 ***	
Geographical access, area medium (region, canton)	.25	.11	2.34	.02 **	
Geographical access, area medium (region, canton) + route (> 10 km)	.26	.09	2.90	.00 ***	
Travelling during rush hour (7:00 – 8:30 and 17:00 – 18:30)	1.60	.21	7.55	.00 ***	
Train section access	.10	.10	1.07	.28	
Price	-.00064	<0.01	-7.26	.00 ***	
Latent Variables					
Out-group derogation on train section access	-.51	.17	-3.00	.00 ***	
Scale Parameters					
Scale effect, Lake Geneva region	1.08	.27	4.02	.00 ***	
Scale effect, Swiss Plateau	.91	.13	6.98	.00 ***	
Scale effect, North-west Switzerland	1.04	.18	5.78	.00 ***	
Scale effect, Eastern Switzerland	.71	.16	4.46	.00 ***	
Scale effect, Central Switzerland	.70	.15	4.79	.00 ***	
Scale effect, Ticino	.83	.40	2.06	.04 **	
Error Component Parameters					
Error component parameter (panel data)	.72	.23	3.09	.00 ***	
Summary Statistics					
$\mathcal{L}(\hat{\beta}_0)$	=	-5912.77	ρ^2	=	.025
$\mathcal{L}(\hat{\beta})$	=	-5767.33	$\bar{\rho}^2$	=	.017
$-2[\mathcal{L}(\hat{\beta}_0) - \mathcal{L}(\hat{\beta})]$	=	290.87			

Study 1 – Hybrid Choice Model (II/II)

Parameter Description	coeff.	std. error	t-stat	p-value
Structural Model (DV: Out-group derogation)				
Age – Young Adults (16-25)	.09	.57	.17	.87
Age – Adults (26-49)	.32	.28	1.15	.25
Age – Best Agers (50-64/50-63)	.98	.32	3.09	.00 ***
Age – Seniors (>64/>63)	1.05	.34	3.14	.00 ***
Gender (Male)	-.47	.16	-2.84	.00 ***
Commuters	.14	.19	.71	.48
Measurement Model (Impact of out-group derogation on indicators)				
Indicator1 (different work)	-1.35	.13	-10.29	.00 ***
Indicator2 (different family status)	-1.31	.13	-10.35	.00 ***
Indicator3 (different social / economic class)	-1.48	.12	-12.52	.00 ***
Indicator4 (culturally different)	-1.31	.15	-8.51	.00 ***
Indicator5 (different personal characteristics)	-1.55	.10	-15.19	.00 ***
Indicator6 (do not share same values / beliefs)	-1.52	.11	-14.26	.00 ***
Indicator7 (different interests)	-1.53	.11	-14.15	.00 ***
Indicator8 (different behavior)	-1.45	.12	-12.08	.00 ***
Indicator9 (different travel needs)	-1.53	.12	-12.57	.00 ***
Indicator10 (different purposes of travelling)	-1.49	.12	-12.32	.00 ***
Indicator11 (different ways to travel)	-1.46	.12	-12.08	.00 ***
Indicator12 (different travelling distance)	-1.35	.14	-9.95	.00 ***

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Study 1 - Main Insights

- On average in the sample, a travel card with access both to the common section and additionally to the dedicated section does not provide higher utility compared to a travel card with access to the common section only. (H1a not supported)
- The higher an individual's out-group derogation (negative evaluation of individuals that are different from the self), the lower (and negative) the utility of travel cards that additionally provide access to the dedicated section. (H1b not supported)
- In the sample, the out-group derogation is higher for older (significant for both best agers and seniors) and female respondents (significant).

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Study 2 – Survey Design and Method

Choice Design

SP data, D-efficient design (D-error: 0.0242), 60 choice tasks, 5 blocks, 3 unlabeled alternatives + no choice option, 4 attributes per alternative + 1 alternative-specific attribute (spec. of Common + Dedicated section)

Data Collection

Stratified sample by age; 20-minutes surveys including demographics, choice experiment and latent variables

Analysis

- Discrete choice model (MNL with EC for panel and choice set structure);
- Hybrid choice model (MNL with EC and latent variable)

Study 2 - Choice Experiment

- **Train Section Access**

1. Common Section (Access)
 2. Common + Dedicated Section (Access)
 1. Business
 2. Silence
 3. Life-style
 4. Family
- } Additional attribute

- **Rush Hour Access**

(7:00-8:00 and 17:00-18:00)

1. No (outside rush hour only)
2. Yes (24h access)

- **Geographical Access**

1. Area Small (Zone)
2. Area Medium (Region, Canton)
3. Area Big (Country)

- **Price**

1. CHF 1'500.-
2. CHF 3'000.-
3. CHF 4'500.-
4. CHF 6'000.-

Study 2 - Example Specification for Choice Situation of Consumer

If these were the travel card options offered to you, would you buy any of those and if yes which one?

Choose by clicking on one of the buttons below:

	Travel Card Nr. 1	Travel Card Nr. 2	Travel Card Nr. 3	None
Train Section Access	Common Section Only	Common Section + Dedicated Section (Business)	Common Section + Dedicated Section (Family)	I would not choose any of these.
Geographical Access	Area Small (Zone)	Area Small (Zone)	Area Medium (Region, Canton)	
Rush Hour Access (7:00 – 8:00 and 17:00 – 18:00)	Yes (no time restrictions)	No (outside rush hour only)	No (outside rush hour only)	
Price	CHF 3'000.-	CHF 4'500.-	CHF 3'000.-	



LEGEND (Click on the attribute name to see the description)

- **Train Section Access**
- **Geographical Access**
- **Travel during rush hour (7:00 – 8:00 and 17:00 – 18:00)**
- **Price**

Study 2 - Main Latent Construct in the Survey

Outgroup Derogation:

Out-group derogation describes the phenomenon of people having a tendency to evaluate people of their outgroup (people with different behaviors, opinions, characteristics) more negatively (Dasgupta, 2004). Group biases often influence people's judgments, decisions, and behaviors (Dasgupta, 2004).

H1a: When choosing between travel card offerings, travelers have a higher utility for travelcards that offer additional access to dedicated sections (vs. access only to common section).

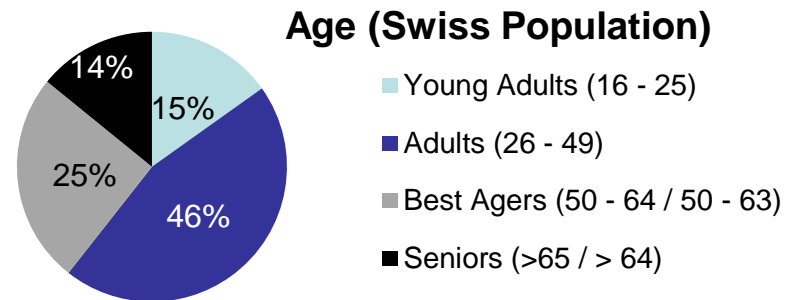
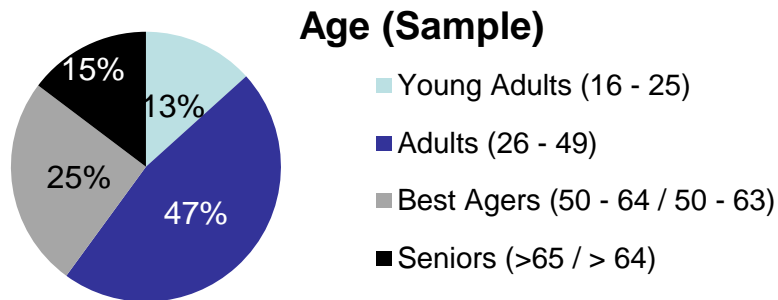
H1b: When choosing between travel card offerings, travelers with a high (vs. low) tendency towards out-group derogation derive a higher utility from travel cards that offer additional access to dedicated sections (vs. access only to common section).

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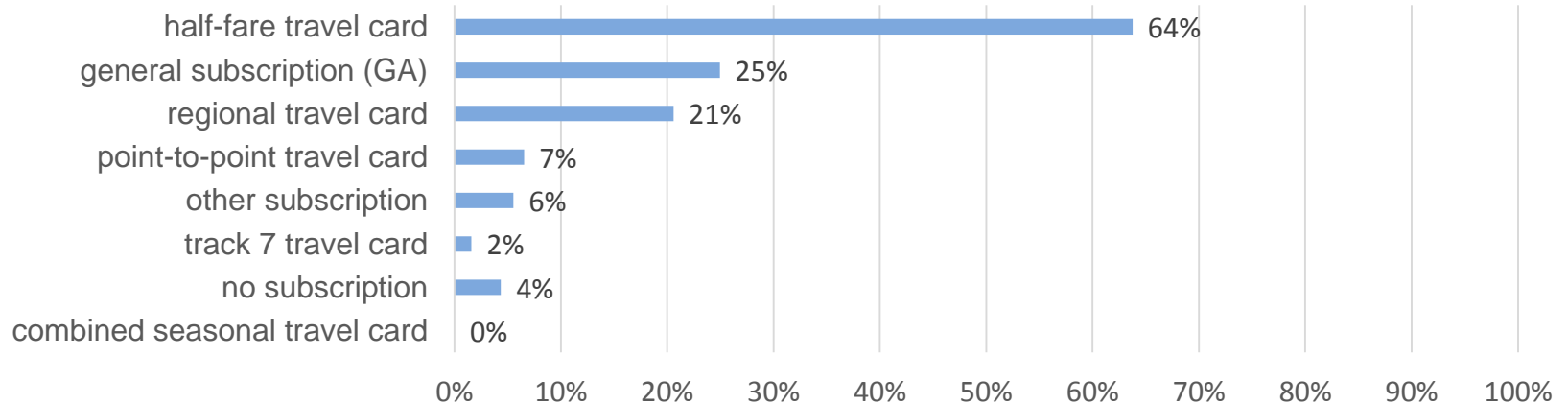
Study 2 - Sample Description (I/II)

- 505 Swiss German respondents (192 female, 38 %).
- All respondents either want to buy a new subscription or renew an old one within the next year.
- All respondents will pay for their subscription by themselves.
- Stratified sampling by age.



Study 2 - Sample Description (II/II)

Type of Subscription Owned (Multiple Answers Possible)



Main Purposes of Travelling by Train (Multiple Answers Possible)

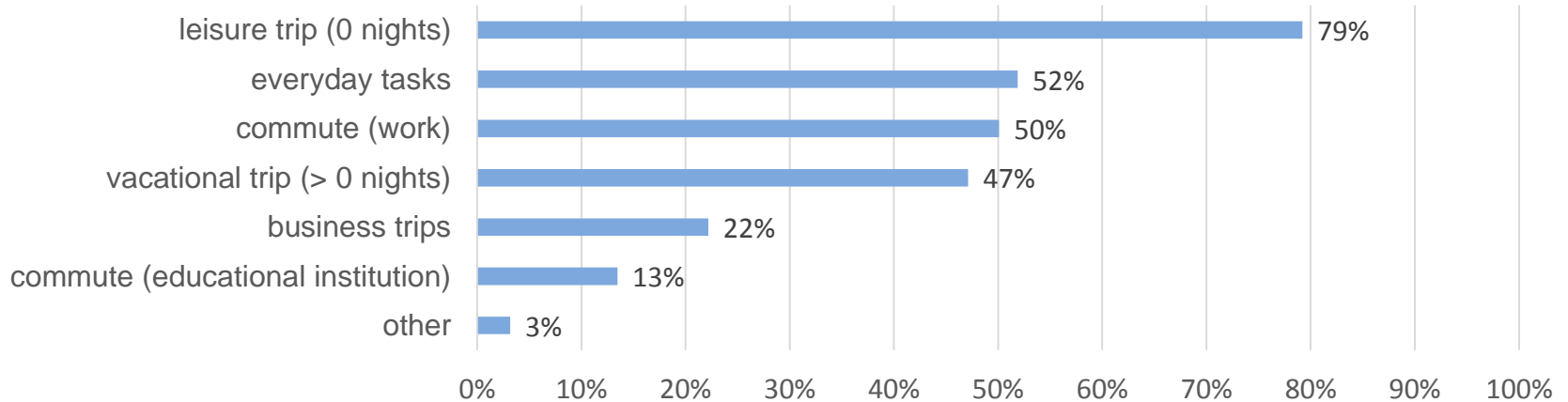


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Study 2 – Discrete Choice Model

Parameter Description	coeff.	std. error	t-stat	p-value	
Common Parameters					
Geographical Access, area small (zone)	-1.04	.10	-10.39	.00 ***	
Geographical Access, area medium (region, canton)	.15	.05	-3.16	.00 ***	
Rush Hour Access (7:00 – 8:00 and 17:00 – 18:00)	1.32	.15	8.92	.00 ***	
Price	-.000663	<.01	-11.00	.00 ***	
Alternative Parameters (Common Section Only)					
Common Section Only – alternative-specific constant	-.37	.19	-1.90	.06 *	
Alternative Parameters (Common Section + Dedicated Section)					
Common Section + Dedicated Section – alternative-specific constant	-.58	.17	-3.39	.00 ***	
Dedicated section (business)	.05	.07	.76	.44	
Dedicated section (life-style)	-.06	.06	-.96	.34	
Dedicated section (silence)	.16	.06	2.93	.00 ***	
Scale Parameters					
Scale effect, Lake Geneva region	3.37	1.29	2.62	.01 ***	
Scale effect, Swiss Plateau	1.32	.15	9.05	.00 ***	
Scale effect, North-west Switzerland	.95	.14	7.07	.00 ***	
Scale effect, Eastern Switzerland	.91	.13	6.76	.00 ***	
Scale effect, Central Switzerland	1.31	.16	8.01	.00 ***	
Scale effect, Ticino	.81	.33	2.47	.01 ***	
Error Component Parameters					
Error component parameter (paned data)	1.88	.18	10.40	.00 ***	
Error component parameter (common section only)	-.26	1.03	-.25	.80	
Error component parameter (dedicated section)	1.12	.24	4.68	.00 ***	
Summary Statistics					
$\mathcal{L}(\beta_0)$	=	-8258.53	ρ^2	=	.471
$\mathcal{L}(\hat{\beta})$	=	-4366.96	$\bar{\rho}^2$	=	.469
$-2[\mathcal{L}(\beta_0) - \mathcal{L}(\hat{\beta})]$	=	7783.14			

Study 2 – Hybrid Choice Model (I/II)

Parameter Description	coeff.	std. error	t-stat	p-value	
Common Parameters					
Geographical Access, area small (zone)	-.95	.09	-10.23	.00 ***	
Geographical Access, area medium (region, canton)	-.13	.05	-3.06	.00 ***	
Rush Hour Access (7:00 – 8:00 and 17:00 – 18:00)	1.21	.13	8.73	.00 ***	
Price	-.000608	<.01	-10.54	.00 ***	
Alternative Parameters (Common Section Only)					
Common Section Only – alternative-specific constant	-.86	.20	-4.33	.00 ***	
Alternative Parameters (Common Section + Dedicated Section)					
Common Section + Dedicated Section – alternative-specific constant	-.79	.17	-4.72	.00 ***	
Dedicated section (business)	.06	.06	.97	.33	
Dedicated section (life-style)	-.06	.05	-1.15	.25	
Dedicated section (silence)	.15	.05	2.96	.00 ***	
Scale Parameters					
Scale effect, Lake Geneva region	3.57	1.21	2.96	.00 ***	
Scale effect, Swiss Plateau	1.42	.16	9.04	.00 ***	
Scale effect, North-west Switzerland	.99	.14	7.06	.00 ***	
Scale effect, Eastern Switzerland	.94	.14	6.71	.00 ***	
Scale effect, Central Switzerland	1.35	.18	7.63	.00 ***	
Scale effect, Ticino	.88	.30	2.90	.00 ***	
Error Component Parameters					
Error component parameter (paned data)	1.99	.19	10.21	.00 ***	
Error component parameter (common section only)	-.85	.23	-3.65	.00 ***	
Error component parameter (dedicated section)	-.06	.09	-.66	.51	
Summary Statistics					
$\mathcal{L}(\beta_0)$	=	-17597.03	ρ^2	=	.203
$\mathcal{L}(\hat{\beta})$	=	-14023.76	$\bar{\rho}^2$	=	.200
$-2[\mathcal{L}(\beta_0) - \mathcal{L}(\hat{\beta})]$	=	7146.55			

Study 1 – Hybrid Choice Model (II/II)

Parameter Description	coeff.	std. error	t-stat	p-value
Latent variables				
Out-group derogation on Common Section Only	.94	.24	3.92	.00 ***
Out-group derogation on Common Section + Dedicated Section	.53	.14	3.69	.00 ***
Out-group derogation on Dedicated section (business)	<.01	.08	.10	.92
Out-group derogation on Dedicated section (life-style)	-.02	.07	-.24	.81
Out-group derogation on Dedicated section (silence)	<.01	.06	.02	.98
Structural Model (DV: Out-group derogation)				
Age – Young Adults (16-25)	-.25	.16	-1.54	.12
Age – Adults (26-49)	-.21	.21	-1.00	.32
Age – Best Agers (50-64/50-63)	-.16	.22	-.75	.46
Age – Seniors (>64/>63)	-.27	.26	-1.02	.31
Gender (Male)	.08	.11	.74	.46
Commuters	.24	.11	2.24	.03 ***
Measurement Model (Impact of out-group derogation on indicators)				
Indicator1 (different work)	1.50	.10	14.56	.00 ***
Indicator2 (different family status)	1.70	.10	17.41	.00 ***
Indicator3 (different social / economic class)	1.63	.10	16.95	.00 ***
Indicator4 (culturally different)	1.57	.10	15.67	.00 ***
Indicator5 (different personal characteristics)	1.67	.09	18.28	.00 ***
Indicator6 (do not share same values / beliefs)	1.75	.09	19.80	.00 ***
Indicator7 (different interests)	1.63	.10	17.15	.00 ***
Indicator8 (different behavior)	1.53	.09	16.27	.00 ***
Indicator9 (different travel needs)	1.57	.12	12.61	.00 ***
Indicator10 (different purposes of travelling)	1.51	.11	13.12	.00 ***
Indicator11 (different ways to travel)	1.57	.11	13.84	.00 ***
Indicator12 (different travelling distance)	1.37	.11	12.02	.00 ***

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Study 2 - Main Insights

- Overall in the sample, the travel cards with access to one of the dedicated sections in addition to the common section provide higher utility than the travel cards with access to common section only, introducing in the model the out-group derogation variable. (H1b partially supported)
- In both models, the travel cards with access to the dedicated section “silence” are the only ones that provide higher utility than travel cards with access to the dedicated section “family” (reference level for this attribute).
- The higher an individual’s out-group derogation (negative evaluation of individuals that are different from the self), the lower the utility gain of travel cards that additionally provide access to the dedicated section. (H1b not supported)
- In the sample, the out-group derogation is higher for commuters (vs non-commuters).

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Next Steps

- Factor analysis on out-group derogation;
- (already done) Interactions of attributes with socio-demographics;
- ...

Comments

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Out-Group Derogation Scale (Study 1 and 2)

Please indicate how much you agree with the following statements.

	I strongly disagree. 1	2	3	4	5	6	I strongly agree. 7
When I am travelling alone on the train, I distance myself from people ...							
... who have a different type of work than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who have a different family status than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who are from a different social / economic class than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who are culturally different from me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
When I am travelling alone, I separate from people ...							
... who have different personal characteristics than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who do not share my beliefs / values.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who have different interests than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who behave differently than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
When I am travelling alone, I prefer not to be on the train with people ...							
... who have different travel needs than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who have different purposes of travelling than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who travel in different ways than me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... who travel a distance different from mine.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>