

A study of consciousness factors that influence travel based on COVID-19

Yukio Maruyama (Department of Management Information Science, Chiba Institute of Technology, maruyama.yukio@p.chibakoudai.jp, Japan)

Yutaka Shirai (Department of Management Information Science, Chiba Institute of Technology, yutaka.shirai@p.chibakoudai.jp, Japan)

Abstract

News about COVID-19 were broadcasted in Japan and globally at the end of January 2020. Since then, most people worldwide have been restricted in various activities, including traveling. Japanese domestic travel consumption in 2022 was 17.1929 trillion yen (down 21.6% from 2019, up 87.2% from the previous year). This study aims to examine the consciousness factors that influenced travelling before and during COVID-19. Accordingly, we conduct a questionnaire survey and evaluate five factors for consciousness that influence travel based on the results using factor analysis. In the result of this analysis, there is difference of the second factor (named before COVID-19; "Scheduling", during COVID-19; "Freewheeling (not scheduling)") between before COVID-19 and during COVID-19. Additionally, we examine the characteristics of consciousness factors that influence travel before and during COVID-19 and the differences using factor score obtained by factor analysis. We find seven characteristics of consciousness factors that influence travel (difference of gender, occupation and family composition) in the result of this questionnaire survey.

Keywords

consciousness factors of travel, before and during COVID-19, questionnaire survey, factor analysis, scheduling factor

1. Introduction

At the end of January 2020, news about COVID-19 were broadcast in Japan and worldwide. Since then, most activities have been restricted globally. Restrictions on traveling is among these. According to Japan Tourism Agency [2023] in Ministry of Land, Infrastructure, Transport and Tourism, Japanese domestic travel consumption in 2022 was 17.1929 trillion yen (down 21.6 % from 2019, up 87.2 % from the previous year). Additionally, regarding this Japanese domestic travel consumption, overnight travel consumption was 13.7559 trillion yen (down 19.8 % from 2019, up 96.7 % from the previous year), and day travel consumption was 3.437 trillion yen (down 28.0 % from 2019, up 56.9 % from the previous year). Therefore, the increase and decrease in domestic travel in Japan is seemingly affected by COVID-19. Other studies and reports have focused on consciousness factors that influence travelling during COVID-19 [Furuya, 2021; Furuya and Zen, 2014; Japan Institute of Tourism Research, 2021; Japan Travel Bureau Foundation, 2020; Kunieda, 2021; Kuramoto and Ide, 2021; Nishikawa's Seminar of College of Tourism of Rikkyo University, 2020]. Thus, there are few studies and reports that conscious factors are compared before COVID-19 with during COVID-19. Accordingly, this study aims to examine the consciousness factors that influenced travel before and during COVID-19 using a questionnaire survey, and further examines the characteristics of consciousness that influence travel before and during COVID-19.

Section 2 presents the recent situation of Japanese domestic travel. Section 3 presents the outline of the questionnaire survey items. Section 4 presents the results of the questionnaire survey. Section 5 then examines the characteristics of the estimated consciousness factors that influence following

COVID-19.

2. Condition of Japanese domestic travel

Figure 1 shows the transition of the total number of Japanese domestic travelers over the past ten years based on the Japan Tourism Agency [2023] in Ministry of Land, Infrastructure, Transport and Tourism. The white bar represents the total number of overnight travelers while the gray bar represents the number of day travelers. As shown in Figure 1, the total

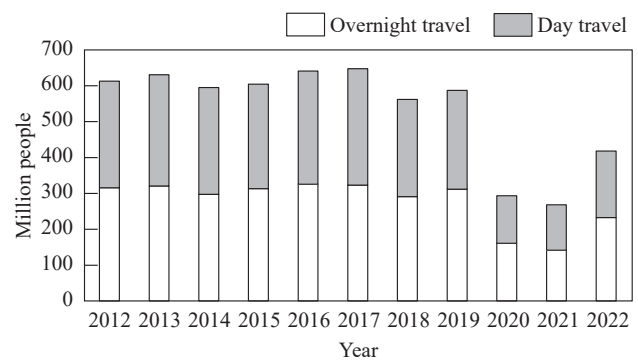


Figure 1: Transition of the total number of Japanese domestic travelers

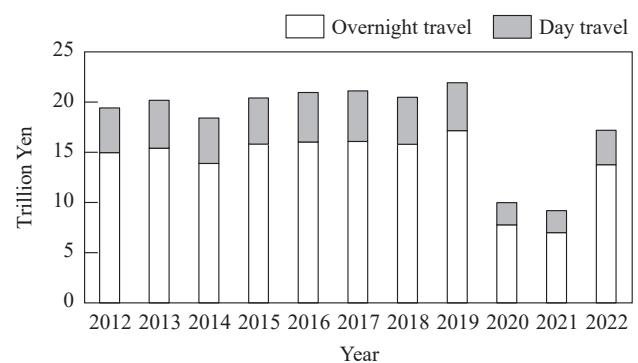


Figure 2: Transition of Japanese domestic travel consumption

numbers of Japanese domestic overnight or day travelers in 2020 and 2021 were down by approximately 50 % from 2019. Additionally, in 2022 it was down by approximately 30 % from 2019. Figure 2 further shows the transition of Japanese domestic travel consumption over the past ten years. In this figure, the white bar represents the Japanese domestic travel consumption of overnight travelers while the gray bar represents that of day travelers. As shown in Figure 2, the Japanese domestic travel consumption of overnight or day travelers in 2020 and 2021 were down by approximately 55 % from 2019. Additionally, in 2022 it was down by approximately 25 % from 2019. Therefore, it seems that the decrease in the total number of Japanese domestic travelers and Japanese domestic travel consumption from 2019 are affected by COVID-19.

3. Outline of the questionnaire survey

3.1 Elements of the questionnaire survey

The questionnaire survey aimed to estimate the consciousness factors that influenced travel before and during COVID-19. The survey posed three questions. The questions No. 2 and No. 3 were adapted from question items of “Relation between tourism motives of micro-tourism and selection of tourist destinations during COVID-19” [Oguchi et al., 2022]. The questions are shown further down in this section. The remaining questions are shown in the appendix.

Question No. 1 (5): “Was it customary for you to travel before COVID-19? Please select one of the following:”

- (1) Agree
- (2) Disagree

Question No. 1 (6): “How many times a year did you travel before COVID-19? Please select one of the following:”

- (1) Once
- (2) Twice
- (3) Over three times
- (4) Not much
- (5) Not at all

Question No. 1 (9): “Is it customary for you to travel now (during COVID-19)? Please select one of the following:”

- (1) Agree
- (2) Disagree

Question No. 1 (10): “How many times a year do you travel now (during COVID-19)? Please select one of the following:”

- (1) Once
- (2) Twice
- (3) Over three times
- (4) Not much
- (5) Not at all

Question No. 2: “How much did you value the following 19 items when planning your travel before COVID-19? For each

question, please choose one response from the listed options ((1) Strongly agree, (2) Agree, (3) Disagree, (4) Strongly disagree):”

- (1) I want to spend time in an environment that is different from the usual
- (2) I want to feel my heart pounding
- (3) I want to change my values and outlook on life
- (4) I want to make friends with the residents of my travel destination
- (5) I want to make friends with other travelers
- (6) I want to combine travel and volunteer activities
- (7) I want to experience the nature of my travel destination
- (8) I want to visit the ruins and museums of my travel destination
- (9) I want to learn the history and traditions of my travel destination
- (10) I want to eat the specialties of my travel destination
- (11) I want to relieve my daily stress
- (12) I want to make a proper schedule and plan
- (13) I want to avoid the busy season
- (14) I want to use public transportation
- (15) I want to visit places I like as many times as I want
- (16) I want to visit places I want to visit, even if they are far away or expensive
- (17) I want to visit places that have been talked about
- (18) I want to use cheap services
- (19) I want to use limited services at my travel destination

Question No. 3: “How much importance do you place on the following 19 items when planning your travel now (during COVID-19)? For each question, please choose one response from the listed options ((1) Strongly agree, (2) Agree, (3) Disagree, (4) Strongly disagree):”

The 19 items and alternatives of response for Question No. 3 are same to those for Question No. 2.

3.2 Survey methods

This section describes the survey methods. The survey was conducted from December 8 to December 29, 2022 at the Kanto region (approximately three weeks). The survey was conducted via the internet.

4. Results of the questionnaire survey

This section describes the results of the questionnaire survey. A total of 212 survey responses were received via the internet. Of these, 207 were valid responses (valid response rate: 97.6 %). Figure 3 shows the gender composition of respondents (more males than females). The age composition of respondents shown in Figure 4 reveals that the majority of respondents are in their 20s and teens. The occupation composition of respondents shown in Figure 5 reveals that majority of the respondents are students and company employee. Figure 6 further shows the number of travels in a year before COVID-19. Figure 7 shows the number of travels in a year during the COVID-19 pandemic. As shown in Figures 6 and 7, the ratio of “Not

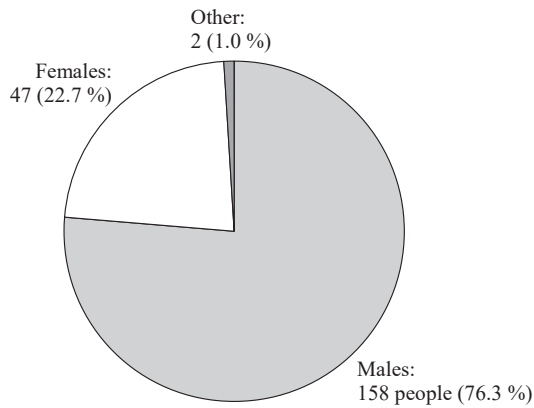


Figure 3: Gender of respondents

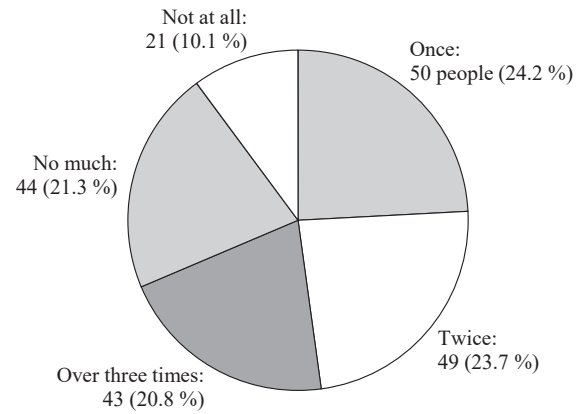


Figure 6: Number of travels of respondents in a year before COVID-19

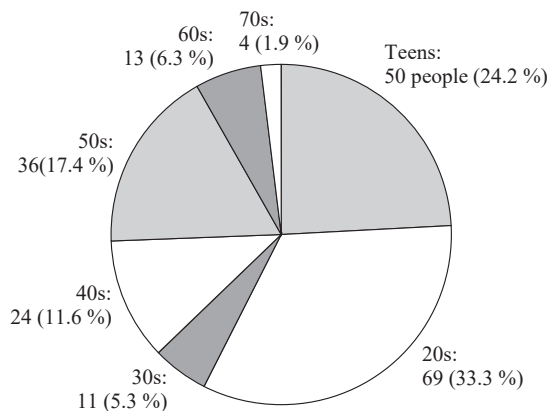


Figure 4: Age groups of respondents

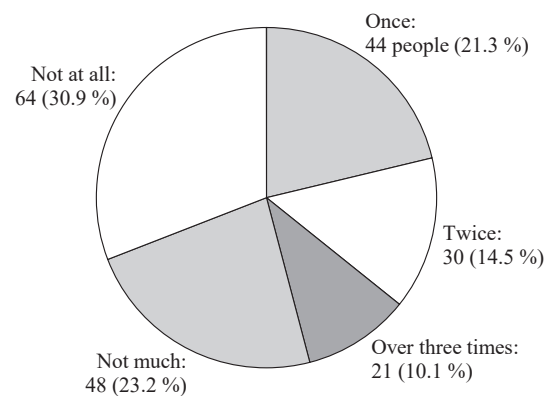


Figure 7: Number of travels of respondents in a year during COVID-19

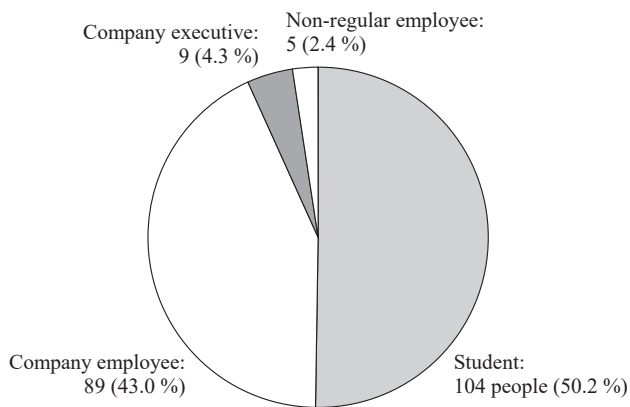


Figure 5: Occupation of respondents

Table 1: Data converted to numerical data

Results	Numerical data
Strongly agree	1
Agree	2
Disagree	3
Strongly disagree	4

much” and “Not at all” of respondents before COVID-19 is approximately one-third (Figure 6) while that during COVID-19 is slightly more than half (Figure 7).

5. Characteristic of consciousness factors that influence travel

5.1 Estimation of consciousness factors that influence travel

This section examines the consciousness factors that influence travel before and during COVID-19 by factor analysis. First, the results of each answer of questions 2 and 3 of the

questionnaire survey were converted to numerical data, as shown in Table 1. If the respondent selected “Strongly agree” in relation to an item of a question, the result was set to “1.” Similarly, if the respondent selected “Strongly disagree” in relation to an item of a question, the result was set to “4.” Additionally, a factor analysis was performed using the numerical data. For this analysis, IBM SPSS ver. 27 was used.

Then, the results of the factor analysis regarding the consciousness factors that influenced travel before COVID-19 are shown. Table 2 and Figure 8 show the results (part of the results) and the scree plot obtained from the factor analysis. From these analysis results, five factors are estimated in this study (eigen value is more than 1.0, cumulative contribution ratio is more than 0.5, the previous factor where the difference in eigen value becomes flat). Additionally, Table 3 shows the result of

Table 2: Part of results of the factor analysis before COVID-19

Factors	Eigen value	Contribution ratio	Cumulative contribution ratio
1	4.124	0.217	0.217
2	1.821	0.096	0.313
3	1.644	0.087	0.399
4	1.454	0.077	0.476
5	1.188	0.063	0.539
6	1.108	0.058	0.597
7	0.962	0.051	0.648
⋮			
19	0.247	0.013	1.000

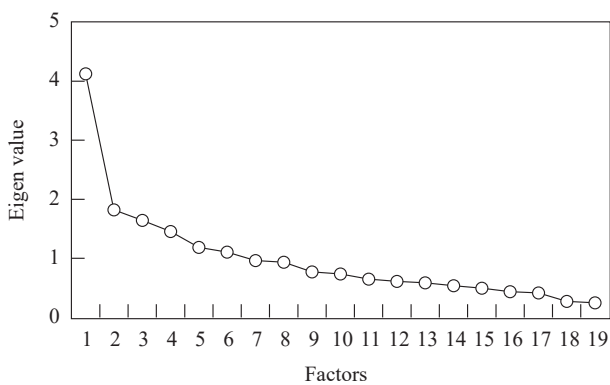


Figure 8: Scree plot obtained from the factor analysis before COVID-19

factor loading by five estimated factors, based on which, each factor is named. The questions that factor 1 influence are questions 16, 15, and 17. The keyword for this question set is “visit places.” Therefore, factor 1 is named “Desire.” The questions that factor 2 influence include 18, 12, 13, and 14. The keywords for this question set are “cheap services,” “make a proper schedule and plan,” and “avoid the busy season,” among others. Therefore, factor 2 is named “Scheduling.” The questions that factor 3 influence are 1, 11, 2, 3, 10, and 19. The keywords for this question set are “spend an environment that is different from usual,” “relieve my daily stress,” and “feel my heart pounding,” among others. Therefore, factor 3 is named “Change of pace.” The questions that factor 4 influence are questions 4, 5, and 6. The keywords for this question set are “make friends” and “combine travel and volunteer activities.” However, the values of the factor loading are negative. Therefore, factor 4 is named “Loneliness.” The questions that factor 5 influence are number 8, 9, and 7. The keyword for this question set is “my travel destination.” Therefore, factor 5 is named “Sightseeing.”

Next, the results of the factor analysis regarding the consciousness factors that influenced travel during COVID-19 are shown. Table 4 and Figure 9 show the results (part of the results) and the scree plot obtained from the factor analysis. From these analysis results, five factors are estimated in this study

Table 3: Results of factor loading before COVID-19

Question No.	Factors				
	1	2	3	4	5
16	0.760	-0.036	0.123	0.017	0.147
15	0.371	0.212	0.097	-0.013	0.137
17	0.350	0.234	0.259	-0.143	0.121
18	-0.091	0.692	0.155	-0.102	-0.011
12	0.051	0.372	0.026	-0.034	0.107
13	0.016	0.220	-0.079	0.057	-0.079
14	0.084	0.190	0.045	-0.008	0.042
1	-0.093	0.001	0.632	0.003	0.206
11	0.086	0.223	0.545	-0.113	0.024
2	0.238	0.007	0.529	-0.079	0.007
3	0.152	0.026	0.486	-0.351	0.094
10	0.167	-0.068	0.373	0.011	0.279
19	0.252	0.347	0.367	-0.160	0.081
4	0.056	-0.062	0.117	-0.820	0.087
5	-0.102	-0.044	0.174	-0.795	0.119
6	0.083	0.186	0.009	-0.543	0.089
8	0.117	0.106	0.092	-0.128	0.840
9	0.152	0.014	0.087	-0.112	0.817
7	0.148	0.099	0.311	-0.168	0.501

(eigen value is more than 1.0, cumulative contribution ratio is more than 0.5, the previous factor where the difference in eigen value becomes flat). Additionally, Table 5 shows the result of factor loading by five estimated factors, based on which, each factor is named. The questions that factor 1 influence are number 16, 17, 15, and 14. The keywords for this question set are “visit places,” among others. Therefore, factor 1 is named “Desire.” The questions that factor 2 influence are question 18, 19, 13, and 12. The keywords for this question set are “cheap services,” “limited services,” and “make a proper schedule and plan,” among others. However, the values of the factor loading are negative. Therefore, factor 2 is named “Freewheeling.” The questions that factor 3 influence are number 1, 11, 2, 10, and 3. The keywords for this question set are “spend time in an envi-

Table 4: Part of results of the factor analysis during COVID-19

Factors	Eigen value	Contribution ratio	Cumulative contribution ratio
1	5.104	0.269	0.269
2	2.039	0.107	0.376
3	1.675	0.088	0.464
4	1.500	0.079	0.543
5	1.109	0.058	0.601
6	0.878	0.046	0.648
⋮			
19	0.190	0.010	1.000

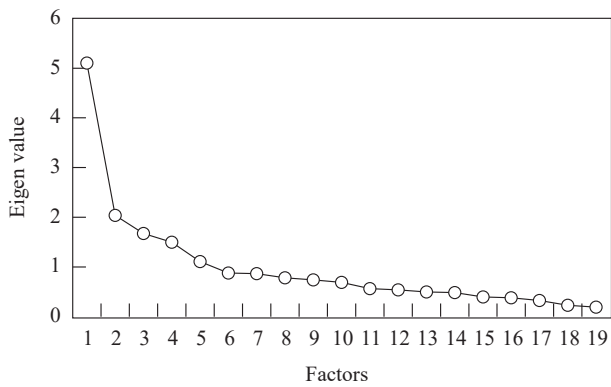


Figure 9: Scree plot obtained from the factor analysis during COVID-19

Table 5: The result of factor loading during COVID-19

Question No.	Factors				
	1	2	3	4	5
16	0.632	0.118	0.210	-0.019	0.250
17	0.514	-0.055	0.193	-0.241	0.104
15	0.416	-0.139	0.216	-0.053	0.183
14	0.269	-0.141	0.080	-0.205	-0.013
18	0.098	-0.748	0.116	-0.159	-0.050
19	0.230	-0.442	0.303	-0.187	0.155
13	-0.089	-0.361	-0.027	0.062	0.020
12	0.196	-0.353	0.160	-0.011	0.174
1	0.146	-0.078	0.708	-0.037	0.185
11	0.103	-0.280	0.641	-0.073	0.009
2	0.349	0.031	0.577	-0.133	-0.010
10	0.162	-0.045	0.472	0.033	0.344
3	0.296	-0.018	0.395	-0.354	0.106
5	-0.011	0.061	0.143	-0.882	0.079
4	0.163	0.015	0.067	-0.801	0.128
6	0.162	-0.170	-0.022	-0.639	0.076
8	0.154	-0.093	0.106	-0.123	0.874
9	0.131	-0.046	0.094	-0.145	0.834
7	0.199	-0.063	0.460	-0.106	0.506

ronment that is different from usual,” “relieve my daily stress,” “feel my heart pounding,” among others. Therefore, factor 3 is named “Change of pace.” The questions that factor 4 influence are number 5, 4, and 6. The keywords for this question set are “make friends” and “combine travel and volunteer activities.” However, the values of the factor loading are negative. Therefore, factor 4 is named “Loneliness.” The questions that factor 5 influence are number 8, 9, and 7. The keyword for this question set is “my travel destination.” Therefore, factor 5 is named “Sightseeing.”

Table 6 shows the named factors covering the period before and during COVID-19 in this analysis.

Table 6: Named factors

Factors	Named	
	Before COVID-19	After COVID-19
1	Desire	Desire
2	Scheduling	Freewheeling
3	Change of pace	Change of pace
4	Loneliness	Loneliness
5	Sightseeing	Sightseeing

5.2 Characteristics of consciousness factors that influence travel before COVID-19

These characteristics are examined based on the results obtained from the factor score. Figure 10 shows the scatter diagram of the relation between factors 2 (Scheduling) and 3 (Change of pace) by gender, using the factor score. As shown in Figure 10, the factor score of factor 2 for 32 female respondents (68.1 %) is negative (part enclosed by the dotted line in this figure). Additionally, the factor score of factor 3 for 32 female respondents (68.1 %) is negative (part enclosed by the solid line in this figure). Therefore, it seems that some of the female respondents do not feel “Scheduling” and “Change of pace” as consciousness factors that influence travel in the results of this questionnaire survey. Additionally, Figure 11 shows the scatter diagram of the relation between factors 1 (Desire) and 4 (Loneliness)

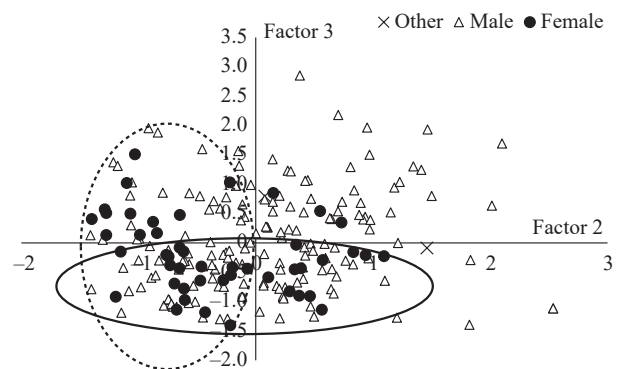


Figure 10: Scatter diagram of the relation between factors 2 and 3 for gender

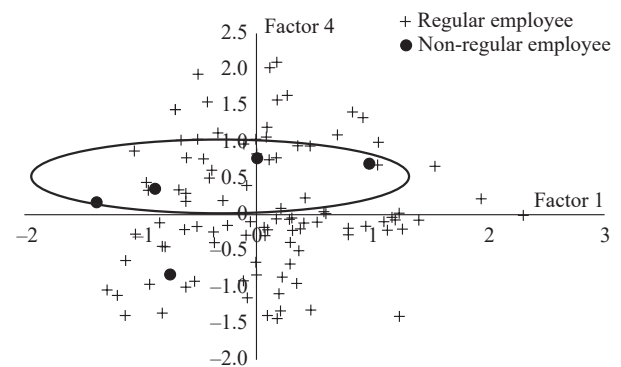


Figure 11: Scatter diagram of the relation between factors 1 and 4 for non-students

liness) for non-students (company employees, company executives, and non-regular employees) using the factor score. In this figure, “Regular employee” means company employees and company executives. As shown in Figure 11, the factor score of factor 4 for 4 “Non-regular employee” respondents (80.0 %) is positive (part enclosed by the solid line in this figure). Therefore, although the number of “Non-regular employee” is small, it seems that most of “Non-regular employee” feel the “Loneliness” consciousness factor that influence travel in the result of this questionnaire survey. Therefore, there are 3 characteristics of consciousness factors that influenced travel before COVID-19.

5.3 Characteristics of consciousness factors that influence travel during COVID-19

These characteristics are examined using the results obtained from factor scores. Figure 12 shows the scatter diagram of the relation between factors 1 (Desire) and 2 (Freewheeling) based on gender by using the factor score. As shown in Figure 12, the factor score of factor 2 for 32 female respondents (68.1 %) is positive (partially enclosed by the solid line in this figure). Therefore, it seems that some of the females feel “Freewheeling” of consciousness factors that influence travel in the result of this questionnaire survey. Figure 13 shows factors 1 (Desire) and 3 (Change of pace) by family composition using the factor score. As shown in Figure 13, the factor score of factor 3 for 32 respondents of single persons (68.1 %) is negative (part en-

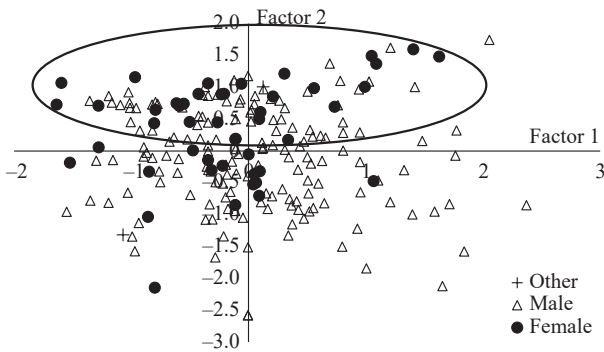


Figure 12: Scatter diagram of the relation between factors 1 and 2 for gender

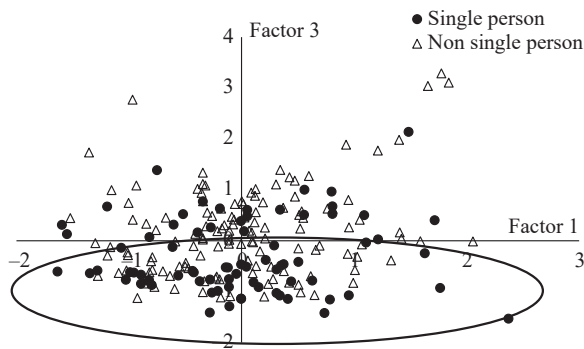


Figure 13: Scatter diagram of the relation between factors 1 and 3 for family composition

closed by the solid line in this figure). Therefore, it seems that some of the single persons do not feel “Change of pace” of the consciousness factors that influence travel in the result of this questionnaire survey. Therefore, there are 2 characteristics of consciousness factors that influence travel during COVID-19.

5.4 Examination of differences of consciousness factors that influence travel before and during COVID-19

This section examines consciousness factors that influence travel of factors 2; as shown in Table 6. The named factor of only factor 2 differs before and during COVID-19. Regarding the results of the factor loading of factor 2 before COVID-19 and during COVID-19 (Tables 3 Table 5, respectively), the questions of before COVID-19 and during COVID-19 that factor 2 influence are significantly similar. However, the sign of factor loading before and during COVID-19 differ. In other words, the sign of estimated factor loading of factor 2 for before COVID-19 is positive while that for during COVID-19 is negative. Therefore, this result is considered difference of consciousness factors that influence travel between before COVID-19 and during COVID-19.

Before COVID-19, the result of the factor score of factor 2 (Scheduling) of 102 respondents is positive. In contrast, that of 105 respondents is negative. Accordingly, Table 7 shows changes of the result of factor score of factor 2 (Freewheeling) during COVID-19. As shown in Table 7, the factor score of approximately 80% of the 102 respondents during COVID-19, and whose factor score of factor 2 is positive changes to negative. Therefore, although these 102 respondents felt “Scheduling” of consciousness factors that influence travel before COVID-19, they change to feel “Not scheduling (in other words, “Freewheeling”)” of consciousness factors that influence travel during COVID-19. In contrast, during COVID-19, the factor score of approximately 105 respondents whose factor score of factor 2 is negative is changed to negative for approximately 84 % of the relevant respondents. Therefore, although these 105 respondents did not feel “Scheduling” of consciousness factors that influence travel before COVID-19, they change to feel “Not freewheeling (in other words, “Scheduling”)” of consciousness factors that influence travel during COVID-19. Therefore, this study shows that “Scheduling” of consciousness factors that influence travel before and during COVID-19 changes in the results of this questionnaire survey.

Table 7: The change of the result of factor score for factor 2 before and during COVID-19

Before COVID-19	During COVID-19	
	Sign	Ratio
Positive (102 respondents)	Positive	20.6 %
	Negative	79.4 %
Negative (105 respondents)	Positive	83.8 %
	Negative	16.2 %

6. Conclusion

This study aims to estimate the consciousness factors that influence travel before and during COVID-19 using a questionnaire survey. Based on the results of this survey, the consciousness factors that influence travel before and during COVID-19 were estimated using factor analysis. The items of this survey comprised three questions. The total number of responses collected was 212; 207 responses were regarded valid. The results of the questionnaire survey are shown using these valid data. The factors of consciousness factors that influenced travel before and during COVID-19 were estimated through a factor analysis using the results from questions 2 and 3. Based on these results, five factors of before and during COVID-19, each, were estimated from this analysis. Each factor is named and shown in Table 6. The characteristics of consciousness factors that influence travel were examined using the factor score of the respondents. From these examinations, there are the following seven characteristics in this questionnaire survey.

Before COVID-19

- Some females do not feel “Scheduling” of consciousness factors that influence travel.
- Some females do not feel “Change of pace” of consciousness factors that influence travel.
- Most “Non-regular employees” feel “Freewheeling” of consciousness factors that influence travel.

During COVID-19

- Some females feel “Freewheeling” of consciousness factors that influence travel.
- Some single persons do not feel “Change of pace” of consciousness factors that influence travel

Comparison between before and during COVID-19

- Most of the respondents who felt “Scheduling” of consciousness factors that influence travel before COVID-19 do not feel the same during COVID-19.
- Most of the respondents who did not feel “Scheduling” of consciousness factors that influence travel before COVID-19 felt the same during COVID-19.

A future task would be conducting a questionnaire survey after COVID-19 and estimating the consciousness factors that influence travel. Additionally, the differences of consciousness factors that influence travel before, during, and after COVID-19 would need further examination.

References

- Furuya, H. (2021). An analysis of travel intention under COVID-19 epidemic by latent class analysis. *Journal of Japan Society of Civil Engineers, Ser. D3*, Vol. 77, No. 2, 141-150. (in Japanese)
- Furuya, H. and Zen, S. (2014). Analysis of tourism activities considering personal preference. *Journal of Japan Society*

of Civil Engineers, Ser. D3, Vol. 70, No. 5, 267-277. (in Japanese)

Japan Institute of Tourism Research. (2021). *COVID-19 special project report* (Retrieved July 8, 2023 from <https://jitr.jp/wp/wp-content/uploads/2022/05/JITR-covid19-report.pdf>). (in Japanese)

Japan Tourism Agency (Ministry of Land, Infrastructure, Transport and Tourism). (2023). *Overnight travel statistical survey: Annual value for 2022 (final report)* (Retrieved July 8, 2023 from <https://www.mlit.go.jp/kankocho/siryoutoukei/content/001620422.pdf>). (in Japanese)

Japan Tourism Agency (Ministry of Land, Infrastructure, Transport and Tourism). (2023). *Travel and tourism consumption trend survey: Annual value for 2022 (final report)* (Retrieved July 8, 2023 from <https://www.mlit.go.jp/common/001603714.pdf>). (in Japanese)

Japan Travel Bureau Foundation. (2020). *Trends amongst Japanese travelers during the COVID-19 epidemic* (Retrieved July 8, 2023 from <https://www.jtb.or.jp/research/jtbf-covid-19-research/>). (in Japanese)

Kunieda, Y. (2021). Impact of COVID-19 on consumer behavior in tourism: Exploring willingness to travel domestically in the near future. *Journal of Serviceology*, Vol. 7, No. 2, 63-73. (in Japanese)

Kuramoto, H. and Ide, A. (2021). Measuring the tourism economy using local gourmet sales: Noto area tourism after COVID-19 with Noto rice bowl. *Journal of Tourism Research*, No. 62, 34-41. (in Japanese)

Nishikawa's Seminar of College of Tourism of Rikkyo University (2020). *The report on the impact of the new coronavirus epidemic on student travel awareness* (Retrieved July 8, 2023 from <https://drive.google.com/file/d/1Um2sKp0ZpGtMsbFwxCicjxen6fckjffu/view>). (in Japanese)

Oguchi, T., Yamaguchi, K., and Nagata, Y. (2022). Relation between tourism motives of micro-tourism and selection of tourist destinations during COVID-19. *Journal of Japan Foundation for International Tourism*, Vol. 29, 77-84. (in Japanese)

Appendix

Other questions posed in this survey are shown below.

Question No.1: “Please answer the following twelve points:”

- (1) Gender
- (2) Age
- (3) Family composition
- (4) Occupation
- (7) “Who did you travel with before COVID-19? Please select one of the following:
 - (1) Alone
 - (2) With family
 - (3) With friends
 - (4) With partner
 - (5) With acquaintances

(6) Other”

(8) “How much was the average budget for one travel before COVID-19? Please select one of the following:

- (1) Within 10,000 Yen
- (2) 10,000 to 30,000 Yen
- (3) 30,000 to 50,000 Yen
- (4) 50,000 to 100,000 Yen
- (5) Over 100,000 Yen”

(11) “Who did you travel with during COVID-19? Please select one of the following:

- (1) Alone
- (2) With family
- (3) With friends
- (4) With partner
- (5) With acquaintances
- (6) Other”

(12) “How much was the average budget for one travel during COVID-19? Please select one of the following:


- (1) Within 10,000 Yen
- (2) 10,000 to 30,000 Yen
- (3) 30,000 to 50,000 Yen
- (4) 50,000 to 100,000 Yen
- (5) Over 100,000 Yen”

Received August 16, 2023

Revised September 15, 2023

Accepted September 19, 2023

Published November 30, 2023

 https://doi.org/10.37020/jgtr.8.2_101