

Cheap to Visit, Expensive to Afford A Cross-Country Analysis of Travel Costs, Purchasing Power and Local Affordability

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A Cross-Country Analysis of Travel Costs, Purchasing Power and Local Affordability

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Abstract

“Where is it cheaper to travel?” has three different answers depending on who is asking. Using a mixed-period dataset (February 2021 airfare combined with live-updated accommodation/food/transport data and 2023–2024 income and price-level data) for 70 countries, this paper ranks a representative one-week trip by **nominal USD cost**, by **price-level-adjusted ground cost** (hotel, food and local transport only, divided by each country’s own price level), and by **GNI-based affordability** (trip cost as a share of average national income). The three rankings diverge substantially: nominal cost is moderately correlated with both price-level-adjusted cost (Spearman $\rho = +0.60$, 95% CI $[+0.42, +0.73]$) and affordability ($\rho = -0.49$, 95% CI $[-0.65, -0.28]$), while price-level-adjusted cost and affordability show no detectable monotonic association in this sample ($\rho = +0.01$, 95% CI $[-0.23, +0.24]$) — they appear to capture substantially different dimensions of “cheap.” A regression decomposition shows why: nominal travel costs track a country’s general price level almost one-for-one (elasticity ≈ 1.05) but are statistically unrelated to its income level ($p = 0.65$), so GNI-based affordability inherits an almost mechanical inverse relationship with income (elasticity ≈ -0.97) — poorer countries are not disproportionately burdened because travel is unusually expensive there, but because incomes are far lower while travel prices do not scale down with them. A sensitivity check that folds airfare into the price-level adjustment (rather than excluding it, as the primary measure does) shifts individual country ranks by up to 42 places.

Keywords: travel cost; purchasing power parity; affordability; GNI per capita; price-level adjustment; tourism economics; cross-country comparison; Big Mac Index

1 Introduction

“Where is it cheapest to travel?” is one of the most commonly asked questions in both popular travel writing and development economics, yet the answer depends entirely on whose perspective the question is asked from. A tourist converting a fixed dollar budget cares about nominal prices. An economist comparing living standards cares about purchasing power parity (PPP) — what a price *really* represents given everything else in that economy. A development practitioner or domestic tourism planner cares about affordability — whether local residents can access the same trip at all, given local incomes.

These three framings are rarely compared directly, because doing so requires combining data that normally live in separate domains: travel-cost indices (built by travel sites for consumers), PPP

and exchange-rate series (built by the World Bank for macroeconomists), and income statistics (built by national accounts for development economics). This paper combines all three for 70 countries, builds a representative one-week travel cost (domestic flights, hotel, food, local transport), and ranks countries three ways: by nominal USD cost, by price-level-adjusted ground cost, and by cost as a share of local monthly income.

The central finding is that the three rankings diverge substantially rather than offering three views of the same underlying ordering: nominal cost is moderately correlated with both price-level-adjusted cost ($\rho = +0.60$) and GNI-based affordability ($\rho = -0.49$), while price-level-adjusted cost and affordability show no detectable monotonic association ($\rho = +0.01$, $p = 0.95$). Section 2 situates this against existing cross-country price-comparison literature. Section 3 describes the data and methodology. Sections 4–6 present the three rankings. Section 7 presents the statistical evidence for how the rankings diverge — including a regression decomposition of what drives affordability — and discusses what that divergence implies. Section 8 states the study’s limitations, and Section 9 concludes.

2 Related Work

Cross-country price comparison has one dominant academic and institutional tradition: the **World Bank’s International Comparison Program (ICP)**, which prices a standardized basket of roughly 3,000 goods and services across 176 economies to derive official Purchasing Power Parity (PPP) conversion factors (World Bank, 2021). The ICP’s 2017 round included a retail food prices component — the closest official precedent to a per-item, cross-country retail price comparison — but it does not extend to travel-specific costs such as domestic airfare, hotel rates, or local transport.

The best-known *simplified* alternative is *The Economist’s Big Mac Index*, which compares the price of one standardized product across countries as a proxy for currency over/under-valuation. Its appeal is methodological simplicity — one comparable item sidesteps the basket-composition problem that dogs broader indices. Ong’s chapter in *The Big Mac Index* (Palgrave) argues explicitly that single-item proxies are more tractable than full baskets precisely because basket composition varies so much by country that meaningful comparison breaks down; Clements’ *Currencies, Commodities and Consumption* evaluates the Big Mac Index alongside a food-expenditure-share method as alternatives to full PPP estimation, noting that official PPP series are accurate but slow and resource-intensive to produce.

Neither tradition directly answers the question this paper asks. The ICP measures general price levels, not the cost of *traveling*; the Big Mac Index and its relatives measure a single consumer good, not a travel itinerary. Trade and tourism-economics literature on airfare (e.g., ICAO and IATA yield statistics) reports revenue-per-passenger-kilometer at the *route-group* level (e.g., “local Africa,” “Mid-Atlantic”) rather than by country, and does not connect fares to local income. Commercial travel-cost indices (Kiwi.com’s Flight Price Index, Fleet Logging’s Transport Price Index) fill the country-level airfare gap but stop at nominal USD comparison — none of the indices surveyed adjust for PPP or benchmark against local income.

The closest methodological precedent is not a travel-cost study at all, but work applying the Big Mac Index to income inequality. Atal (2021, *Journal of Business and Economic Research*) uses Big Mac prices to estimate real-income disparity across 54 countries, finding that local purchasing power over a single standardized good varies enormously even where the good’s own price is similar — by her estimate, Hong Kong residents could afford roughly 47 Big Macs a day on their income, Pakistani residents roughly one. Atal and Gharehgozli (2020, *Applied Economics Letters*) extend

this to within-country income deciles across 29 countries, showing “Big Mac affordability” varies by income group as well as by country. Both studies apply the same core logic this paper does — a price index becomes an affordability measure once divided by local income — but to a single consumer good rather than a composite travel basket, and without separating out how much of the resulting divergence is attributable to price levels versus income (the regression decomposition in Section 7).

This paper’s contribution is to combine a country-level travel-cost dataset (airfare, hotel, food, local transport) with World Bank income and price-level data to produce three distinct rankings — nominal, PPP-adjusted, and income-affordability — and to show explicitly how far apart these three answers to “where is it cheaper to travel” actually are.

3 Methodology & Data Sources

Four datasets were combined for 74 countries — every country in FleetLogging’s published Transport Price Index with a reported domestic airfare — matched by name/ISO3 against BudgetYourTrip, World Bank income and World Bank price-level data; 70 have complete data across all three rankings (Moldova, Tunisia, Cuba and Taiwan are excluded for missing source data — see Limitations). The sample is therefore bounded by FleetLogging’s original coverage choices, not an independent probability sample of the world’s roughly 195 countries, and should not be read as representative of countries outside it.

Data	Source	Covers	As of
Airfare per 100km (domestic)	FleetLogging Transport Price Index ¹	74 countries, priced via Skyscanner between each capital and its 2nd-largest city	Feb 2021
Hotel / meals / local transport, per day	BudgetYourTrip.com ²	Crowdsourced from real traveler-reported budgets, by country	Live
GNI per capita, Atlas method (nominal USD)	World Bank NY.GNP.PCAP.CD ³	National income per capita	2023–2024
PPP conversion factor & official exchange rate	World Bank PA.NUS.PPP / PA.NUS.FCRF ⁴	Used to derive each country’s price level ratio vs. the US	Latest

Table 1: Data sources combined in this study.

Three metrics, one trip. A representative one-week trip = 7 nights’ hotel + 7 days of meals + 7 days of local transport + 1,000km of domestic flying (10 × the FleetLogging 100km rate).

- **Nominal cost** = the trip’s cost in plain market-rate USD — what it costs a dollar-holding visitor.
- **Price-level-adjusted ground cost** = nominal *ground* cost (hotel + meals + local transport, excluding airfare) ÷ price level ratio (PPP conversion factor ÷ official exchange rate). A ratio below 1 means a country is cheaper than the US at market rates; dividing by it raises the “real” cost figure — it captures that goods and services (including travel) feel more expensive locally than the sticker price in USD suggests, in countries where everyday prices are otherwise very low.

- **GNI-based affordability** = (7-day nominal trip cost $\div$ local monthly GNI per capita) $\times$ 100. This answers a different question entirely: not “what does this cost a tourist” but “what fraction of average local income would a resident need to spend to take this trip” — a proxy for, not a direct measure of, what an actual household could afford.

All figures use ISO3 country matching between sources; England, Scotland and Northern Ireland (listed separately in the FleetLogging data) share the United Kingdom’s single World Bank income figure.

A note on terminology and scope. The second ranking above is labeled **price-level-adjusted ground cost**: it is deliberately computed from hotel, food and local-transport costs only, excluding airfare. Airfare has internationally-priced inputs (fuel, aircraft leasing) alongside locally-priced ones (ground handling, ticketing), so dividing it by an economy-wide PPP price-level ratio — built from a broad domestic consumption basket — risks overstating how “expensive” a flight really is in local terms. Section 7 reports a sensitivity check that applies the same adjustment to the full trip, airfare included, for comparison.

Two further scope notes. First, this is a mixed-period index, not a single-vintage snapshot: airfare dates to February 2021, hotel/food/transport figures are live-updated crowdsourced averages, and income/PPP data are the latest World Bank figures (2023–2024). Absolute dollar figures should be read as directional rather than precise for any single calendar year. Second, the affordability measure divides trip cost by **GNI per capita** (average national income), not median household disposable income — in countries with high income inequality, the trip-cost-to-income ratio for a typical (median) resident will likely differ, upward, from the figures reported here, since GNI per capita is pulled up by high earners in unequal economies.

4 Ranking 1 — Nominal Cost (Market-Rate USD)

Nigeria is the cheapest country for a representative one-week trip at \$216, while Switzerland is the most expensive at \$4,300 — a 20x spread across just the extremes of 70 countries.

Cheapest vs. most expensive: one-week trip cost (nominal USD)

10 cheapest and 10 most expensive of 70 countries ranked

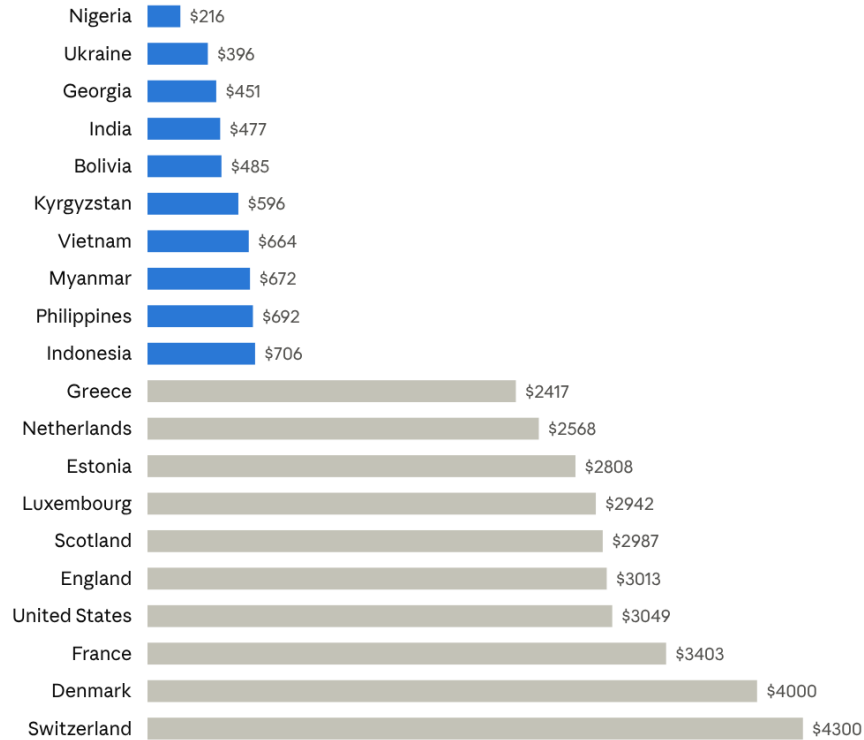


Figure 1: Cheapest vs. most expensive countries by nominal one-week trip cost. Source: Fleet-Logging Transport Price Index (Feb 2021) + BudgetYourTrip.com; 7-night/1,000km representative trip.

This is the ranking a dollar-holding tourist cares about: what the trip costs, full stop, converted to USD at the market exchange rate. It says nothing about whether that price is a bargain or a splurge *relative to how cheap everything else is* in that country — that's Ranking 2.

5 Ranking 2 — Price-Level-Adjusted Ground Cost

Kyrgyzstan, not Nigeria, has the lowest price-level-adjusted ground cost of any country measured: once hotel, food and local transport are divided by Kyrgyzstan's own (low) price level, an \$83/day equivalent is the lightest lift in the dataset. France sits at the expensive end here, ahead of Switzerland — French ground costs run high even relative to France's own (already high) cost of living. This measure deliberately **excludes airfare** (see Methodology); a sensitivity check that includes it is reported in the Discussion.

Cheapest vs. most expensive: price-level-adjusted ground cost (per day)

10 cheapest and 10 most expensive of 70 countries, int'l-\$ equiv.; excludes airfare (see Methodology)

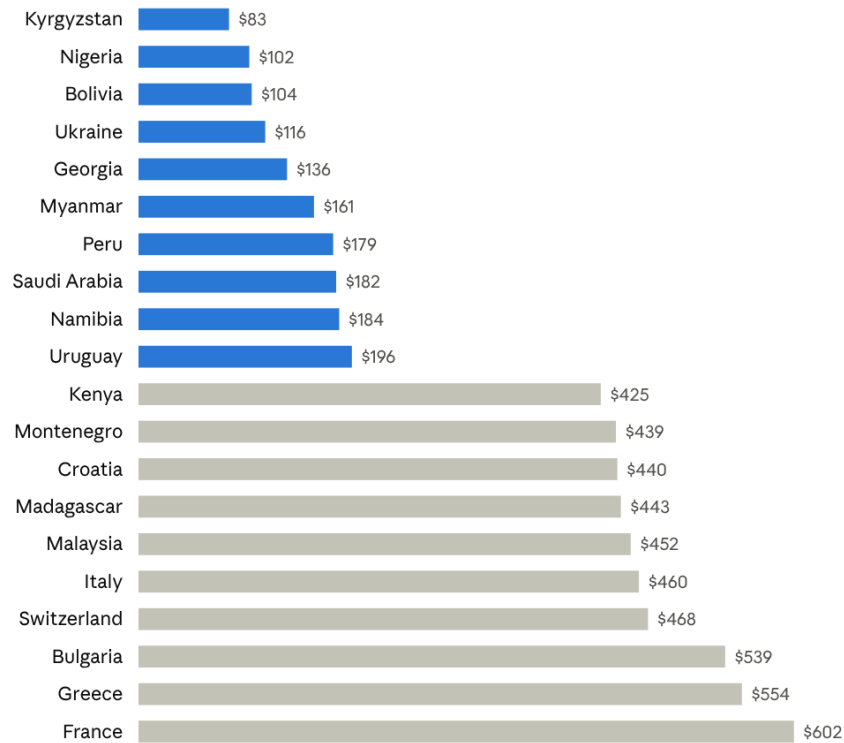


Figure 2: Cheapest vs. most expensive countries by price-level-adjusted ground cost (per day, excludes airfare). Source: FleetLogging + BudgetYourTrip nominal costs, divided by each country's World Bank PPP/exchange-rate price level ratio.

A country can look cheap in nominal dollars yet expensive on this measure (or vice versa) because this ranking asks a different question: not “how many dollars,” but “how much of this country's own price level does the trip eat up.” Malaysia and Madagascar, nominally mid-pack, jump into the expensive end here — travel costs more than local prices in general would suggest.

6 Ranking 3 — GNI-Based Affordability vs. Local Income

This is the question a resident asks, and the answer barely overlaps with either ranking above. A Norwegian spends just 16.5% of a month's income on the whole trip — the most affordable country in the dataset — despite Norway sitting near the expensive end nominally. At the other extreme, the trip cost is equivalent to more than **23 months of GNI per capita** for Madagascar (2,337%); Myanmar and Kenya residents face 6–7 months' worth. This should not be read as a literal estimate of what a median Malagasy household would need to spend — it is a measure of the trip relative to *average* national income, not household disposable income (see Limitations) — but for most of the bottom 10, the “trip” priced here is, on this measure, far outside an ordinary discretionary budget.

Most vs. least affordable: trip cost as % of monthly income

10 most and 10 least affordable of 70 countries for a LOCAL resident (Madagascar, at 2,337%, omitted for scale)

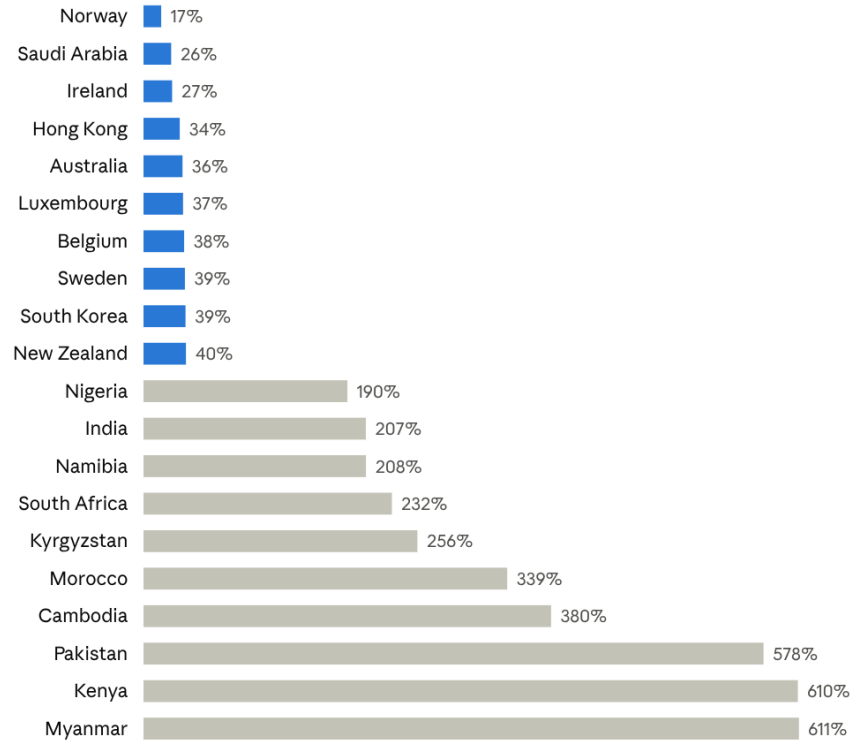


Figure 3: Most vs. least affordable countries, trip cost as % of monthly income. Source: 7-day trip cost $\div$ (World Bank GNI per capita, Atlas method $\div$ 12).

The gap between this ranking and Ranking 1 is the whole point of the paper: Nigeria is nominally the single cheapest country to visit, yet it sits in the *least*-affordable half for its own residents (190% of monthly income) — cheap for the tourist, not for the local.

7 Discussion

No country is a top-10 answer on all three questions at once, out of 70 ranked (1 = cheapest / most affordable):

Country	Nominal rank	Price-level rank	Affordability rank
Nigeria	1 (cheapest)	2	60
Kyrgyzstan	6	1 (cheapest)	64
India	4	14	61
Vietnam	7	31	57
Thailand	20	52	54
Malaysia	25	65	48
Madagascar	24	64	70 (least affordable)
Norway	35	11	1 (most affordable)
Switzerland	70 (most expensive)	67	17
France	68	70 (most expensive)	40

Table 2: Rank comparison for ten illustrative countries across all three measures.

Statistical validation

The impressions above are borne out by rank correlations across all 70 countries (Spearman’s ρ ; two-tailed p-values from a t-approximation):

Comparison	ρ	95% CI	p	Interpretation
Nominal vs. price-level-adj. (ground)	+0.60	[+0.42, +0.73]	< 0.0001	Moderate positive — both track a country’s absolute cost level
Nominal vs. GNI-based affordability	−0.49	[−0.65, −0.28]	< 0.0001	Moderate negative — nominally cheap often means locally unaffordable
Price-level-adj. (ground) vs. affordability	+0.01	[−0.23, +0.24]	0.95	No detectable monotonic association in this sample

Table 3: Spearman rank correlations, $n = 70$.

The near-zero correlation between the price-level-adjusted and affordability rankings is the paper’s sharpest statistical result: knowing how “expensive” a country’s travel costs are relative to its own prices tells you essentially nothing about whether a resident can afford to take the trip, because that also depends on how high local *incomes* are relative to local prices — a quantity the price-level ratio alone does not capture.

Robustness: does excluding airfare from the price-level adjustment matter? Re-running the price-level adjustment on the *full* trip (ground costs plus airfare, rather than ground costs alone) produces a ranking that is strongly but imperfectly correlated with the primary measure ($\rho = 0.86$, $p < 0.0001$). Most countries move only a few places; a minority move substantially:

Country	Ground-only rank	Incl.-airfare rank	Shift
Estonia	25	67	+42
Panama	20	53	+33
Myanmar	6	37	+31
Denmark	42	68	+26
Morocco	26	46	+20
Cambodia	16	34	+18
Belgium	39	24	-15
Costa Rica	48	62	+14

Table 4: Largest rank shifts when airfare is folded into the price-level adjustment.

Countries experiencing the largest rank changes (Estonia, Panama, Myanmar, Denmark) tend to be those where the single selected capital-to-second-city airfare contributes disproportionately to the representative trip cost. This data cannot distinguish whether that reflects route distance, carrier competition, taxes, or simply which route FleetLogging happened to sample — but the size of the effect is exactly the distortion the airfare exclusion in the primary measure is designed to avoid.

Regression decomposition: what drives the divergence?

A natural next question is how much of the affordability pattern above is explained by travel cost versus income. The direct version of that regression — GNI-based affordability regressed on nominal trip cost and GNI per capita — is **tautological**: affordability is defined as cost $\div$ income, so that regression fits with $R^2 = 1.000$ and coefficients of exactly +1 and -1 by construction, telling us nothing empirical. Two non-circular alternatives instead regress the *inputs* to that ratio on country characteristics:

Model	Dep. variable	log(GNI per capita)	log(price level)	R^2
A	log(GNI-based affordability, %)	-0.97 ($p < 0.0001$)	+1.05 ($p < 0.0001$)	0.875
B	log(nominal trip cost, \$)	+0.03 ($p = 0.65$, n.s.)	+1.05 ($p < 0.0001$)	0.745

Table 5: OLS log-log regressions, $n = 70$. Intercepts are included in all regressions but omitted here for brevity: Model A’s intercept is 14.69 ($p < 0.0001$); Model B’s is 7.60 ($p < 0.0001$). Full output, including intercepts, is in the accompanying regression script.

Model B is the key result: **nominal travel cost is statistically unrelated to a country’s income level once its general price level is controlled for** (coefficient 0.03, not significant), but tracks the price level almost one-for-one (elasticity 1.05). Travel, in other words, is priced like any other locally-traded good — expensive where things in general are expensive, regardless of how rich the country is. Model A then follows almost mechanically: because the numerator (cost) barely depends on income while the denominator (GNI) is, by definition, income, affordability inherits a near-unit elasticity with respect to GNI (-0.97) that is not a new empirical finding so much as the arithmetic consequence of Model B. The substantive conclusion is that, within this specification, the three-way divergence documented in this paper appears to be driven more strongly by differences in income than by differences in travel prices relative to the general price level: poorer countries

are not disproportionately burdened because travel is unusually expensive there relative to other goods, but because their incomes are far lower while travel prices do not fall proportionally.

Three patterns

Three patterns emerge from this divergence.

1. Nominal cost and affordability move in different, often opposite, directions ($\rho = -0.49$). Nigeria, Kyrgyzstan, India and Vietnam dominate the cheap end of the nominal ranking — and all four fall in the bottom third of the affordability ranking. A visitor pays little; a resident of the same country would need two to six months of income for the identical trip. Low nominal prices there reflect low local wages, not easy access.

2. Rich, nominally expensive countries are often the most affordable for their own residents. Norway is 35th-cheapest in dollar terms but 1st in affordability — Norwegian wages absorb Norwegian prices easily. The same logic lifts Ireland, Australia, Luxembourg and South Korea into the affordable top 10 despite none of them being nominally cheap. This is the mechanism behind the negative nominal-affordability correlation above.

3. Price-level adjustment is statistically unrelated to affordability ($\rho = 0.01$). Kyrgyzstan overtakes Nigeria as the cheapest country once ground costs are weighed against local prices — but this reordering happens almost entirely within the “nominally cheap” cluster and tells you nothing about affordability for locals, which depends on local *income* rather than local *prices* alone. Malaysia and Madagascar, unremarkable on nominal cost, jump into the price-level-adjusted-expensive tier, meaning travel there costs more than the rest of the local economy would predict — a sign of tourism-sector prices decoupled from the domestic price level.

The practical reading: a backpacker optimizing a dollar budget wants Ranking 1 (Nigeria, Ukraine, Georgia, India). Someone asking “where does my money go furthest relative to prices in general” wants Ranking 2 (Kyrgyzstan, Nigeria, Bolivia). And anyone assessing domestic tourism access, aid targeting, or local economic burden needs Ranking 3 — where Madagascar, Myanmar, Kenya and Pakistan reveal that travel, even “cheap” travel, is essentially unaffordable for the typical resident.

8 Limitations

- **Airfare data is a single Feb 2021 snapshot**, not an official statistic, and is combined with live-updated accommodation/food/transport data and 2023–2024 income data — see the mixed-period note in Methodology. FleetLogging priced one domestic route per country (capital $\leftrightarrow$ 2nd-largest city) via Skyscanner at one point in time; fares are volatile and this predates most post-pandemic repricing. A single route also cannot capture within-country variation; averaging 5–20 representative routes per country, ideally passenger-volume-weighted, would be a meaningful improvement.
- **Hotel/meal/transport data is crowdsourced and self-reported.** BudgetYourTrip aggregates real traveler budgets, which skews toward backpacker/mid-range travel styles and toward more-visited destinations; sample sizes are not published per country. Because the same figures feed both the nominal and affordability rankings, any such bias in “cost experienced by travelers” (rather than “cost available to the average resident”) propagates into both.
- **Affordability is benchmarked against GNI per capita (average income), not median household disposable income.** In countries with high income inequality, this likely understates the true burden on a typical resident. A median-wage or disposable-income series, where

available, would sharpen this measure considerably — this is why the measure is consistently labeled “GNI-based affordability” rather than simply “affordability” throughout this paper.

- **Applying an economy-wide PPP price level to travel costs is an approximation** even with airfare excluded from the primary measure; the sensitivity check in Section 7 shows this choice materially affects individual country ranks (up to 42 places) when airfare is folded back in.
- **The sample of 74 countries is bounded by FleetLogging’s original coverage**, not an independent probability sample (see Methodology); four are further excluded for missing data (Moldova, Tunisia: no BudgetYourTrip data; Cuba: no World Bank GNI figure; Taiwan: not covered by World Bank indicators).
- **England, Scotland and Northern Ireland** are listed as separate rows in the FleetLogging transport data but share a single United Kingdom income and price-level figure from the World Bank — their affordability figures are therefore identical to each other and only their flight/hotel/food costs differ.
- **The representative trip (7 nights, 1,000km flying) is a fixed template**, not tailored to each country’s typical visitor itinerary or re-tested at different spending tiers (budget/standard/premium).
- **Reproducibility:** the merged dataset, correlation/regression scripts and per-country source data underlying every figure in this paper are retained alongside it, so every number can be traced back to its source and recomputed. A public repository (GitHub, OSF or Zenodo with a DOI) would strengthen this further by making the results independently reproducible rather than reproducible-on-request; that step has not been taken for this version.

9 Conclusion

This paper set out to answer a deceptively simple question — where is it cheaper to travel — and found that the question has no single answer, a claim now backed by rank correlations and a regression decomposition rather than only illustrative examples. Across 70 countries, nominal cost and GNI-based affordability are moderately *negatively* correlated (Spearman $\rho = -0.49$, 95% CI $[-0.65, -0.28]$, $p < 0.0001$): low nominal prices in countries like Nigeria, India and Vietnam largely reflect low local wages rather than genuine access. Price-level-adjusted cost and affordability, meanwhile, show no detectable monotonic association in this sample ($\rho = +0.01$, 95% CI $[-0.23, +0.24]$, $p = 0.95$) — not proof of independence, but no evidence here that how “expensive” travel is relative to a country’s own prices predicts whether its residents can afford it. A regression decomposition explains the mechanism: nominal travel cost tracks a country’s general price level (elasticity ≈ 1.05 , $p < 0.0001$) but not its income level ($p = 0.65$), so affordability inherits an almost mechanical inverse relationship with GNI per capita (elasticity ≈ -0.97) — within this specification, the divergence appears driven more strongly by differences in income than by differences in travel prices.

The practical implication is that “cheap to travel” is an under-specified claim in travel writing, tourism marketing, and even in some development-economics contexts — it needs to specify cheap *for whom*. For budget travelers optimizing a fixed foreign-currency budget, the nominal ranking is the right tool. For researchers or policymakers interested in whether domestic travel is accessible to a country’s own population — relevant to domestic tourism development, labor mobility, or

regional economic integration — the affordability ranking is the one that matters, and it tells a markedly different, often more sobering, story: in several of the countries nominally cheapest to visit, a resident would need multiple months’ income to take the same trip.

Future work could extend this approach with current (rather than Feb-2021) airfare data, a larger and more systematically sampled accommodation/food dataset, and an airfare-specific price level adjustment rather than the economy-wide PPP ratio used here — the latter would require route-level fare microdata that is not, to our knowledge, publicly available at the country level.

Appendix: Full Data Table

All 70 countries with complete data, alphabetical, with rank out of 70 on each of the three measures (1 = cheapest/most affordable). Plane is \$/100km; hotel, meals and transport are \$/day; GNI/cap is annual nominal USD (Atlas method); Nom./PPP/Afford. are the three rankings from Sections 4–6.

Country	Plane	Hotel	Meals	Transp.	GNI/cap	Nom.	PPP	Afford.
Argentina	17.53	84	6	2.86	14,650	16	12	33
Australia	20.43	154	62	33.00	64,120	48	24	5
Austria	33.66	184	71	29.00	60,360	57	45	16
Belarus	15.90	58	31	12.00	9,160	18	44	49
Belgium	5.73	161	79	20.00	59,500	45	39	7
Bolivia	19.41	19	16	6.59	4,420	5	3	53
Bulgaria	14.85	81	30	15.00	17,780	23	68	35
Cambodia	31.48	45	27	7.50	2,750	19	16	66
Canada	54.03	180	61	22.00	56,420	59	37	21
Chile	8.75	115	37	14.00	16,960	32	46	42
China	8.53	74	40	16.00	14,230	22	23	39
Costa Rica	71.54	137	47	29.00	17,930	56	48	56
Croatia	55.79	144	72	18.00	25,360	55	63	46
Czech Republic	14.81	131	46	10.00	32,960	37	36	24
Denmark	180.85	183	94	36.00	77,190	69	42	28
England	73.81	204	82	39.00	54,550	66	51	31
Estonia	152.69	96	61	26.00	32,310	63	25	47
Finland	23.35	166	69	43.00	55,250	53	41	18
France	17.57	346	81	34.00	48,630	68	70	40
Georgia	13.63	24	15	5.95	8,990	3	5	27
Germany	18.11	171	75	27.00	60,200	52	43	14
Greece	10.68	196	92	42.00	25,360	61	69	50
Hong Kong	25.29	153	54	8.69	62,500	44	33	4
Hungary	8.65	97	41	13.00	23,850	27	29	26
India	12.25	30	15	5.63	2,760	4	14	61
Indonesia	6.88	59	24	8.01	5,120	10	38	58
Ireland (Northern)	5.86	204	82	39.00	54,550	58	49	22
Ireland (Republic of)	14.07	153	77	28.00	87,360	47	32	3
Israel	15.27	171	68	10.00	56,180	46	18	12
Italy	17.22	199	87	31.00	42,080	60	66	34
Japan	33.91	113	48	17.00	38,340	42	22	20
Kenya	11.81	65	45	33.00	2,200	26	61	68
Kosovo	25.91	57	18	18.00	7,760	21	15	55
Kyrgyzstan	41.77	17	8	0.70	2,800	6	1	64
Latvia	23.35	115	64	22.00	24,980	43	47	37
Lithuania	7.49	93	64	12.00	30,500	34	30	19
Luxembourg	37.25	202	151	14.00	95,720	64	54	6

Country	Plane	Hotel	Meals	Transp.	GNI/cap	Nom.	PPP	Afford.
Madagascar	13.88	71	51	14.00	560	24	64	70
Malaysia	10.14	96	33	14.00	12,380	25	65	48
Montenegro	19.84	97	68	18.00	14,150	38	62	52
Morocco	39.99	79	30	10.00	4,360	30	26	65
Myanmar	38.29	24	14	3.37	1,320	8	6	69
Namibia	22.53	48	12	15.00	4,340	13	9	62
Netherlands	16.65	225	87	31.00	68,530	62	58	15
New Zealand	9.74	136	48	22.00	46,630	41	17	10
Nigeria	12.41	10	2	0.81	1,360	1	2	60
Norway	6.52	114	51	17.00	97,310	35	11	1
Pakistan	17.91	48	22	7.70	1,500	11	40	67
Panama	66.72	69	37	11.00	19,140	39	20	44
Peru	16.40	54	29	9.04	8,430	15	7	51
Philippines	8.27	45	23	19.00	4,850	9	21	59
Poland	10.12	72	28	6.14	25,520	17	13	11
Portugal	30.47	141	76	30.00	29,930	51	59	38
Romania	28.63	60	57	21.00	20,190	33	34	36
Russia	4.23	66	25	7.39	15,960	12	35	25
Saudi Arabia	18.19	50	22	13.00	36,070	14	8	2
Scotland	71.19	204	82	39.00	54,550	65	50	30
Slovakia	55.38	134	71	28.00	26,410	54	56	45
Slovenia	25.53	119	44	19.00	35,520	40	28	23
South Africa	9.06	105	38	17.00	6,270	28	53	63
South Korea	9.75	100	47	16.00	37,880	31	27	9
Spain	10.55	157	79	33.00	37,120	49	60	29
Sweden	45.00	147	58	20.00	63,010	50	19	8
Switzerland	63.24	368	114	42.00	110,330	70	67	17
Thailand	6.67	74	29	13.00	7,690	20	52	54
Turkey	8.86	87	44	31.00	16,300	29	55	43
Ukraine	14.30	27	8	0.80	5,510	2	4	41
United States	22.13	262	96	46.00	88,810	67	57	13
Uruguay	43.86	69	38	22.00	24,020	36	10	32
Vietnam	7.63	52	21	11.00	4,970	7	31	57

Table 6: Full dataset: all 70 countries with complete data, alphabetical order.

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