

# Mobility in Germany 2017

## Study summary

### Basis

After 2002 and 2008, the Federal Ministry of Transport and Digital Infrastructure commissioned the infas Institute for Applied Social Sciences to carry out the Mobility in Germany study for the third time in 2017. Involved on the part of the client were over 60 regional partners who had commissioned different regional consolidations. As previously in 2008, processing was carried out together with the Institute of Transport Research at the German Aerospace Centre. In addition, the project team was extended to include IVT Research as well as infas 360.

The field-testing stage of the current Mobility in Germany survey, with a reference survey date stretching for over twelve months, took place in the period between May 2016 and September 2017. The study participants were able to take part in writing, by telephone or online. Within the realised overall sample of 156,420 households, 316,361 persons took part, reporting on over 960,619 journeys on their respective survey dates. The projection of the results provides extensive key values for the year 2017 on day-to-day mobility among Germany's residential population and refers to all the journeys they made within Germany.

The Mobility in Germany 2002, 2008 and 2017 surveys are each designed as a representative cross-sectional survey. Despite a largely identical design of the studies, the surveys are not readily comparable. This is due to the population figures which were retrospectively corrected on the basis of the micro-census, the selection and projection procedures which were further developed as part of the 2017 data survey, as well as the improved data preparation. In order to optimise compatibility, retrospective adjustments for the weighting procedures as well as data preparation procedures were carried out for Mobility in Germany 2002 and 2008 and taken into account in the time-series comparisons.

### Core results

Seen as a whole, the German traffic volume and transport distance have changed only a little compared to the last Mobility in Germany surveys from 2002 and 2008. The volume has reduced slightly compared to 2008 and now lies at almost 260 mio. journeys per day. On the other hand, the transport distance has slightly increased to around 3.2 bn. passenger kilometres a day.

This overall development is misleading in terms of regional differences. In particular in the major cities, both values increase significantly in some cases, not least because of the population growth there – with corresponding traffic burdens in the conurbation areas on the one hand and benefits for public transport on the other.

The so-called 'mobility quotas' have declined. While in 2008 an average of 90 per cent of the citizens were on the move on an average day, this value achieved only 85 per cent in 2017. This leads to a somewhat reduced average number of 3.1 journeys per person and day. In 2008, this was 3.4 journeys per person.

The modal split of the traffic volume, i.e. the distribution of journeys across the means of transport, shows a slight growth in motorised private transport and low proportional increases for the remaining means of transport. The bicycle, bus and rail are among the winners, in particular in urban areas. On the other hand, the proportion of journeys covered on foot alone is declining in towns and the country. In Mobility in Germany, a 'journey' is understood to be a route from starting point to destination including possible stops and changes in means of transport.

The modal split across the whole of Germany in 2017 thus lies at 22 per cent for journeys covered on foot alone, 11 per cent for the bicycle, 43 per cent for journeys by the car driver as well as 14 per cent for those by the car passenger. Public transport including long-distance transport reached a proportion of 10 per cent of the traffic volume. In this examination of the 'Main means of transport', journeys for which different means of transport were used are summarised according to a hierarchy and allocated to one of the above-mentioned means of transport.

The examination of the transport distance, i.e. the covered passenger kilometres, shows a clear increase for the bicycle and public transport. The vehicle mileage of car drivers has increased slightly. The values for the car passengers have declined somewhat.

More information is available at [www.mobilitaet-in-deutschland.de](http://www.mobilitaet-in-deutschland.de)