

Mobility in Germany 2017

Study summary

Data base

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 of study for the third time in 2017. Involved on the part of the client were over 60 regional partners who had commissioned additional regional samples. As previously in 2008, processing was carried out together with the Institute 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 phase 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 trips on their respective reference dates. The extrapolation 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 trips 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 extrapolation 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 total German passenger-transport volume (measured as number of trips) and as well the total passenger-kilometre performance (measured as the passenger kilometres travelled) in total 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. trips 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 towns, both values increase significantly in some cases, not least because of the population growth there – with corresponding transport burdens in the conurbation areas on the one hand and benefits for public transport on the other.

The so-called 'rate of mobility', which means the share of trip makers, has 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 trips per person and day. In 2008, this was 3.4 trips per person.

The transport modal split measured as share of mode of transport of all trips, shows a slight growth in private motorised transport and low proportional increases for the remaining modes of transport. The bicycle, bus and rail are among the winners, in particular in urban areas. On the other hand, the proportion of trips covered on foot alone is declining in towns and the country. In Mobility in Germany, a 'trip' is understood to be a movement from origin to destination including possible stops and changes in modes of transport.

The modal split across the whole of Germany in 2017 thus lies at 22 per cent for trips covered on foot alone, 11 per cent for the bicycle, 43 per cent for trips 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 transport volume. In this examination of the 'Main travel mode', trips for which different modes of transport were used are summarised according to a hierarchy and allocated to one of the above-mentioned modes of transport.

The examination of passenger-kilometre performance, i.e. the covered passenger kilometres, shows a clear increase for the bicycle as well as 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