



*Berlin: more mobile*

# Mobility in the City

## Berlin Traffic in Figures

### 2017 edition



# **Mobility in the City**

## Berlin Traffic in Figures

### 2017 edition



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# Foreword

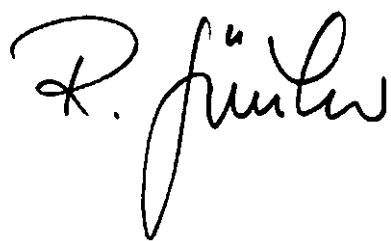
## **Making Berlin more mobile**

Berlin possesses both high-capacity transport links and an excellent public transport network. But in a growing metropolis with an economy growing strongly and an ever-increasing number of people coming to live, work or visit, demand for high-quality, efficient transport systems is also rising. That is why we are improving our eco-mobility, expanding cycle infrastructure and refurbishing streets and bridges.

Berlin must face the challenges caused by climate change, reduce the levels of NOX pollutants in the air caused by traffic, design traffic routes in a way that makes efficient use of space and minimise the daily risk of traffic accidents.

Analysing Berlin's transport system and the conditions under which it operates is therefore an important foundation, on the basis of which we can take high-quality and appropriate action to make Berlin more mobile, safer and more environmentally friendly.

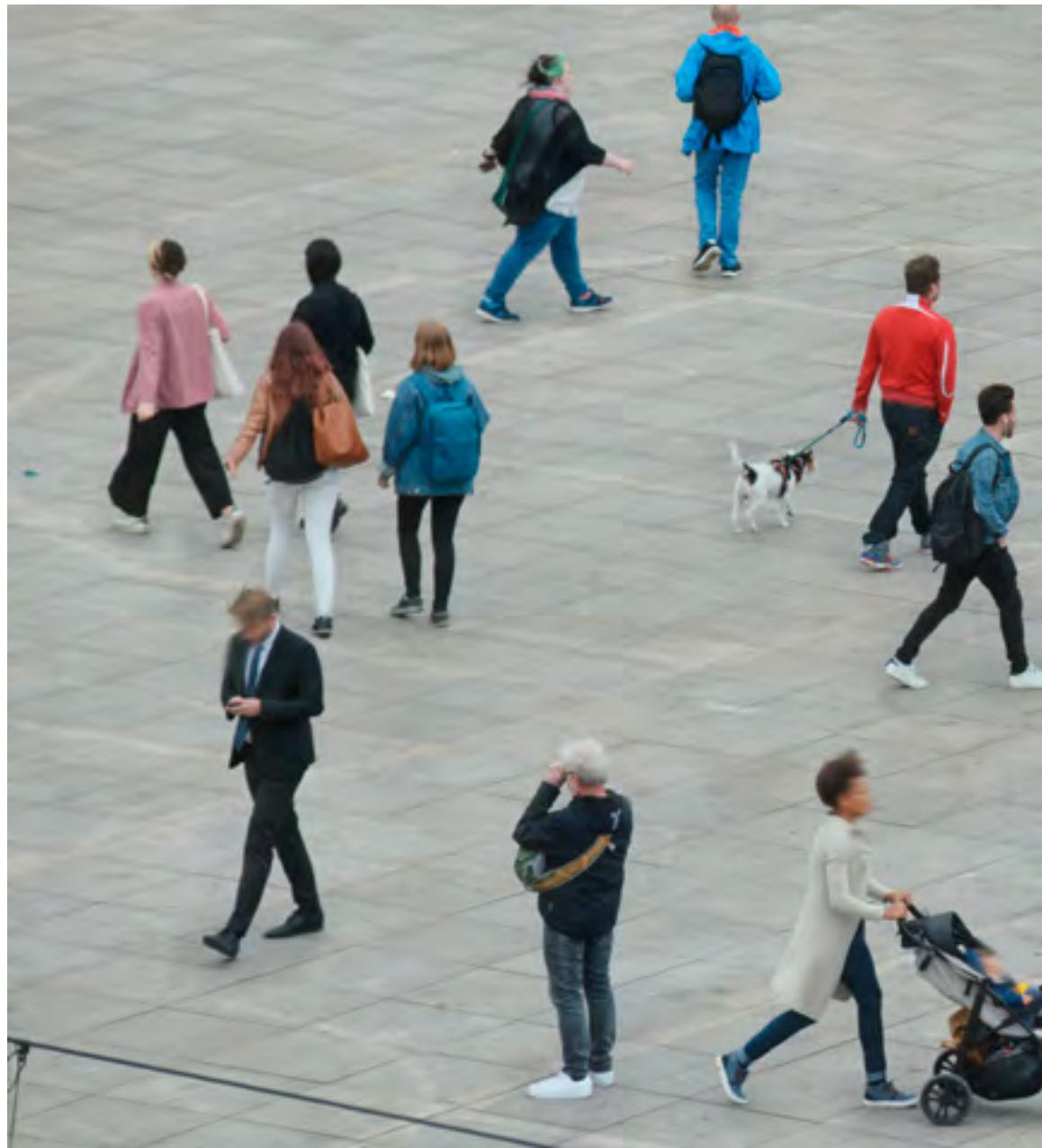
We have been publishing the booklet 'Mobility in the City – Berlin Traffic in Figures' regularly for the last 15 years. It illustrates the development of traffic in Berlin and makes this development clear to interested members of the public. In so doing, this data also serves as indicator of the long-term impact of traffic policy, demonstrating where action is needed alongside the strengths of the policy as well as providing a solid foundation on which decisions concerning the continued development of Berlin's transport system can be made.

A handwritten signature in black ink, appearing to read "R. Günther".

**Regine Günther**

Senator for the Environment, Transport and Climate Protection

# Basic structural data



We all generate traffic – either directly, when we go shopping, drive to work or visit friends, or indirectly, when we are provided with goods and services.

An important basis for traffic planning is therefore knowledge of the structural data. It includes, for example, the number of inhabitants and people in employment, migration movements between the city and its surroundings, and the disposable income of Berlin households. From 2011 to 2015, the population<sup>1</sup> of Berlin increased by approxi-



mately 160,000, to 3.48 million in 2015. Net migration from the surrounding area remained negative, meaning more people moved from Berlin to the surrounding area than the other way around. This development goes hand-in-hand with the continually increasing number of commuters.

The number of one-person house-holds is increasing particularly quickly, accounting for 55 percent of all house-holds. In 1999, they only accounted for 47 percent.

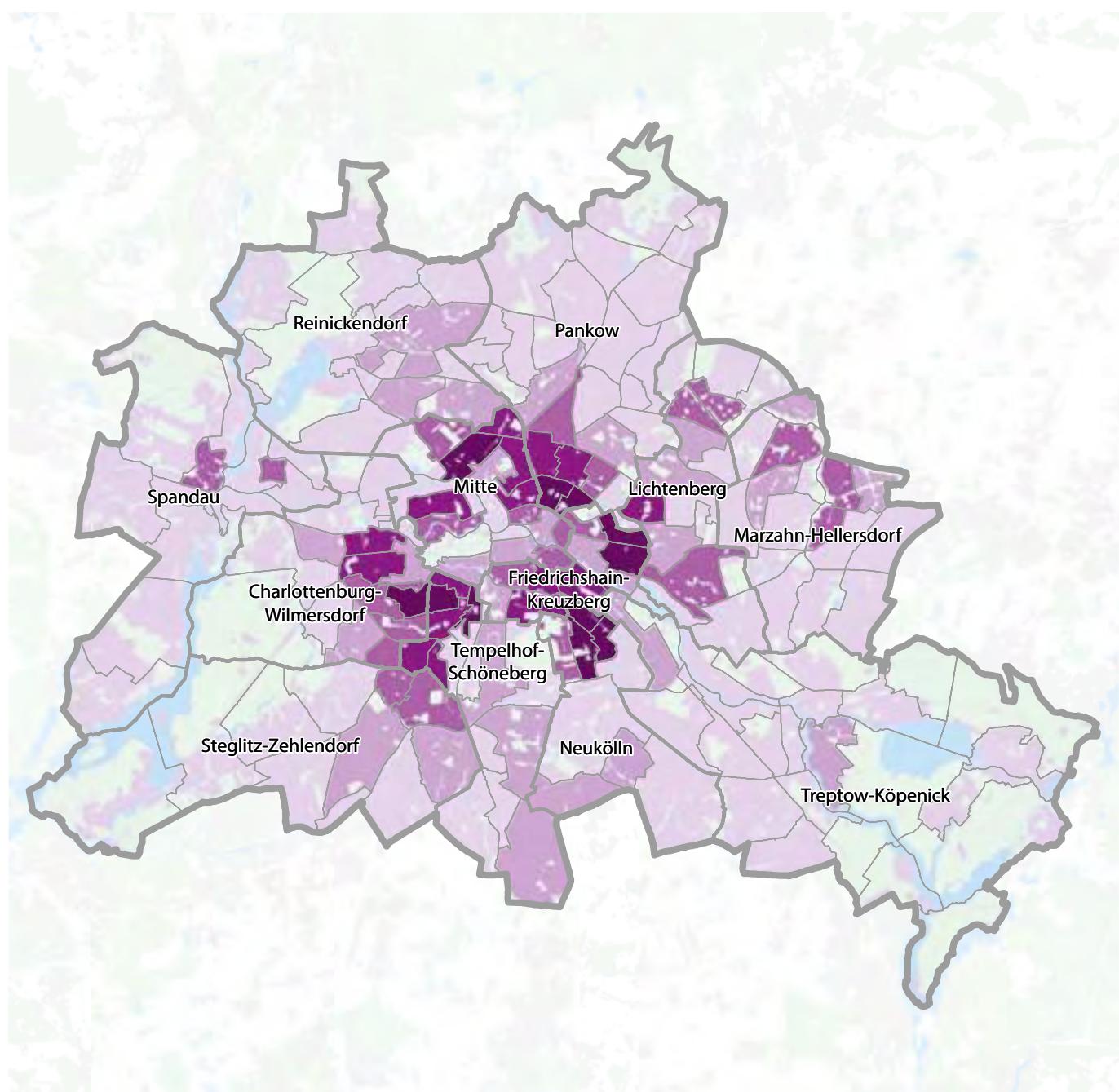
You can obtain further information on basic structural data

for Berlin at  
[www.statistik-berlin-brandenburg.de](http://www.statistik-berlin-brandenburg.de)  
[www.stadtentwicklung.berlin.de/umwelt/umweltatlas](http://www.stadtentwicklung.berlin.de/umwelt/umweltatlas)

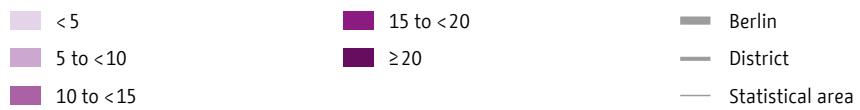
and nationwide data at  
[www.destatis.de](http://www.destatis.de)  
 (Federal Statistics Office)  
[www.bbsr.bund.de](http://www.bbsr.bund.de)  
 (Federal Institute for Research on Building, Urban Affairs and Spatial Development)

<sup>1)</sup> Annual average according to the micro-census based on the current government population projection and the census of 9 May 2011

## Population density by statistical area (2015)



Population density in inhabitants per 1,000 m<sup>2</sup>



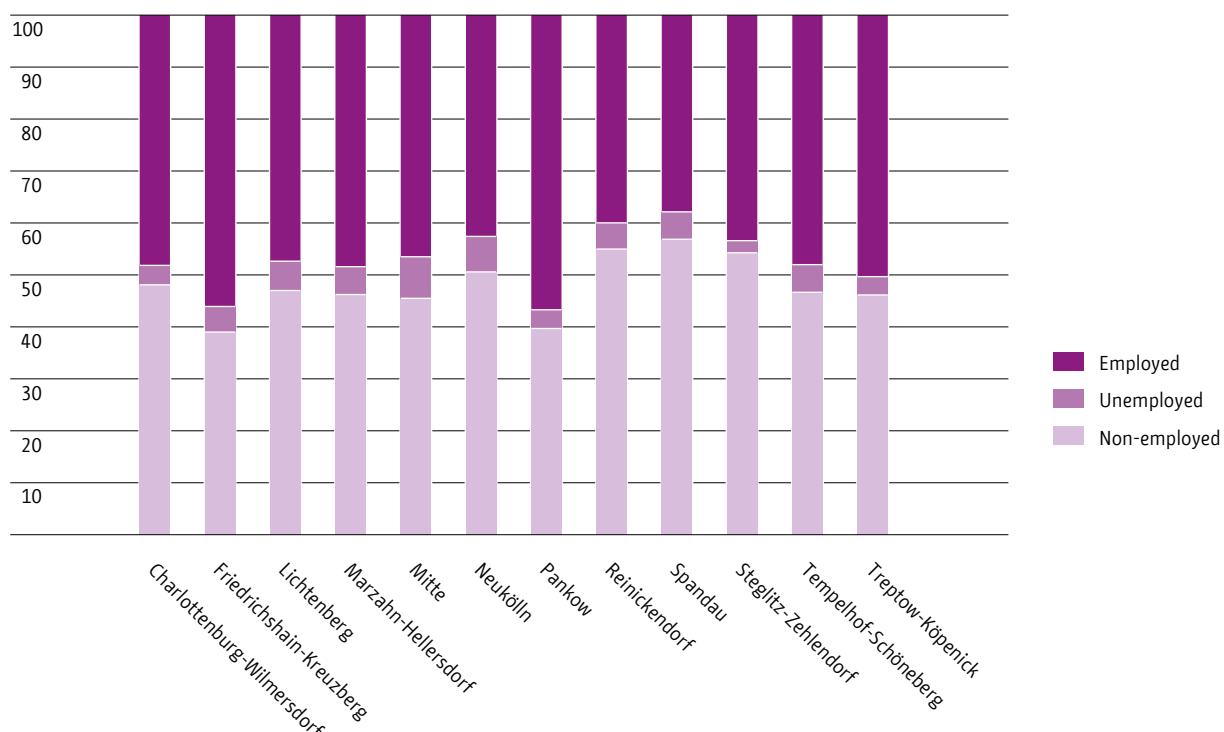
Source: Joint Statistics Office of the States of Berlin and Brandenburg; Results of the population register; Senate Department for the Environment, Transport and Climate Protection, Berlin

## Population and labour market participation by district (2015)<sup>1)</sup>

District	Population	Employed	Unemployed	Non-employed
Charlottenburg-Wilmersdorf	307,452	48.2 %	3.7 %	48.1 %
Friedrichshain-Kreuzberg	268,628	56.1 %	4.9 %	39.0 %
Lichtenberg	267,275	47.4 %	5.6 %	47.0 %
Marzahn-Hellersdorf	253,532	48.5 %	5.3 %	46.2 %
Mitte	350,045	46.5 %	8.0 %	45.5 %
Neukölln	318,597	42.6 %	6.8 %	50.6 %
Pankow	379,262	56.9 %	3.5 %	39.7 %
Reinickendorf	250,531	40.0 %	5.0 %	55.0 %
Spandau	226,739	37.9 %	5.2 %	56.9 %
Steglitz-Zehlendorf	286,268	43.4 %	2.3 %	54.3 %
Tempelhof-Schöneberg	330,074	48.1 %	5.2 %	46.7 %
Treptow-Köpenick	247,503	50.3 %	3.6 %	46.1 %
<b>Berlin</b>	<b>3,485,906</b>	<b>47.5 %</b>	<b>5.0 %</b>	<b>47.5 %</b>

## Population and labour market participation by district (2015)<sup>1)</sup>

Proportion in each employment group according to district, in percentages



<sup>1)</sup> Annual average according to the micro-census based on the current government population projection and the census of 9 May 2011

Source: Joint Statistics Office of the States of Berlin and Brandenburg, results of microcensus, own calculation

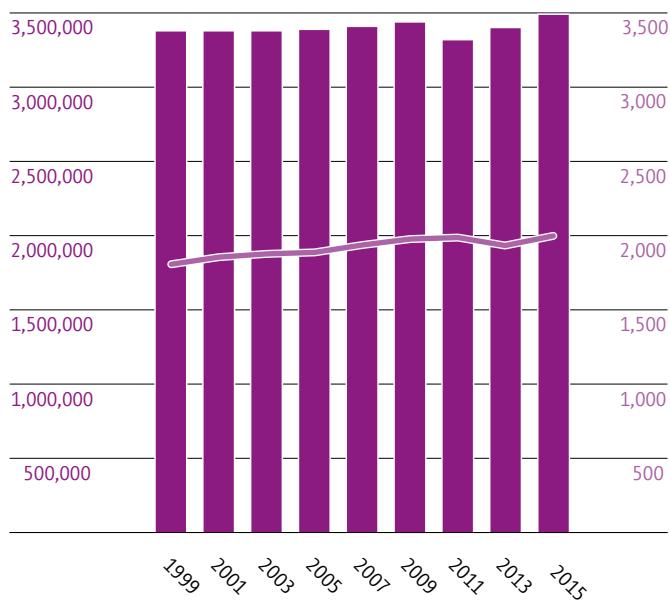
## Population development in Berlin and migration movements to and from surrounding areas<sup>1)2)</sup>

	1999	2001	2003	2005	2007	2009	2011	2013	2015
<b>Population of Berlin</b>	<b>3,386,667</b>	<b>3,388,434</b>	<b>3,388,477</b>	<b>3,395,189</b>	<b>3,416,255</b>	<b>3,442,675</b>	<b>3,326,002</b>	<b>3,396,026</b>	<b>3,485,905</b>
<b>Households in Berlin, total (in 1,000)</b>	<b>1,811</b>	<b>1,861</b>	<b>1,885</b>	<b>1,898</b>	<b>1,941</b>	<b>1,988</b>	<b>1,878</b>	<b>1,933</b>	<b>1,998</b>
<b>Single-person households (in 1,000)</b>	<b>856</b>	<b>911</b>	<b>945</b>	<b>963</b>	<b>1,028</b>	<b>1,074</b>	<b>1,004</b>	<b>1,046</b>	<b>1,089</b>
<b>Migration to Berlin, total</b>	<b>122,449</b>	<b>125,324</b>	<b>116,141</b>	<b>117,082</b>	<b>126,947</b>	<b>143,852</b>	<b>158,864</b>	<b>169,466</b>	<b>182,778</b>
Migration to Berlin from surrounding areas	13,017	14,813	15,336	15,243	15,968	16,662	15,889	13,686	11,665
<b>Migration from Berlin, total</b>	<b>129,469</b>	<b>114,857</b>	<b>115,664</b>	<b>106,881</b>	<b>114,951</b>	<b>133,335</b>	<b>119,443</b>	<b>127,574</b>	<b>141,693</b>
Migration from Berlin to surrounding areas	38,263	29,226	27,839	26,814	23,360	21,600	20,610	20,668	22,235
<b>Balance of migration to surrounding areas</b>	<b>25,246</b>	<b>14,413</b>	<b>12,503</b>	<b>11,571</b>	<b>7,392</b>	<b>4,938</b>	<b>4,721</b>	<b>6,982</b>	<b>10,570</b>

## Population development<sup>1)</sup>

Persons

Households (in 1,000)

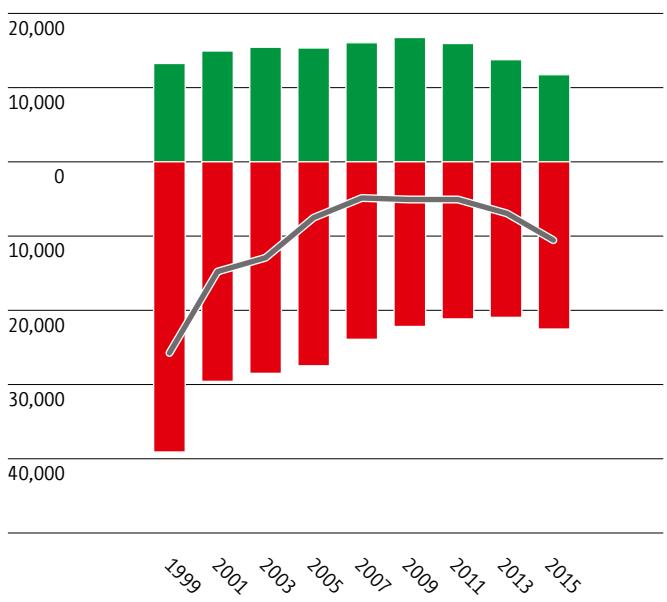


Population of Berlin

Households in Berlin (in 1,000)

## Migration movements to and from surrounding areas<sup>1)2)</sup>

Relocations



Migration to Berlin from surrounding areas

Migration from Berlin to surrounding areas

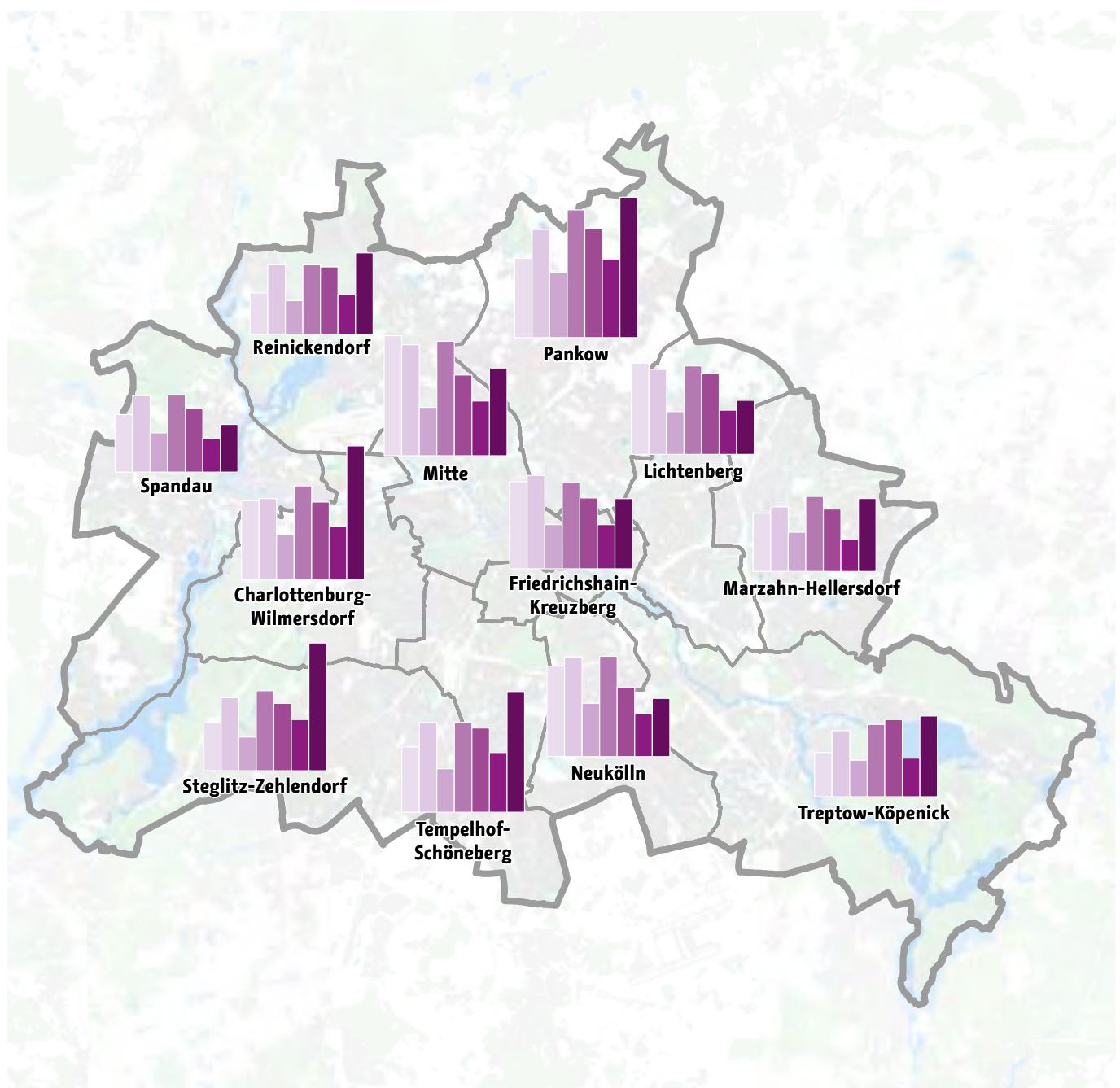
Balance of migration to and from Berlin

<sup>1)</sup> The population for years 1999 to 2011 is based on the previous population projection. The data for 2013 to 2015 is based on the annual average derived from the micro-census, based on current government population projection and the census of 9 May 2011.

<sup>2)</sup> Migration data based on the current government population projection. Based on the old government population projection for 1999–2009, based on the current government population projection derived from the census of 9 May 2011 for 2011–2015.

Source: Joint Statistics Office of the States of Berlin and Brandenburg, official population projections, migration, sample census

## Net monthly household income of private households by district (2015)

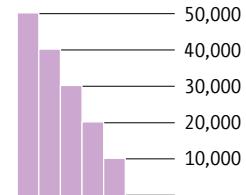


Net household income in €

>900	2,000 to <2,600
900 to <1,300	2,600 to <3,200
1,300 to <1,500	≥3,200
1,500 to <2,000	

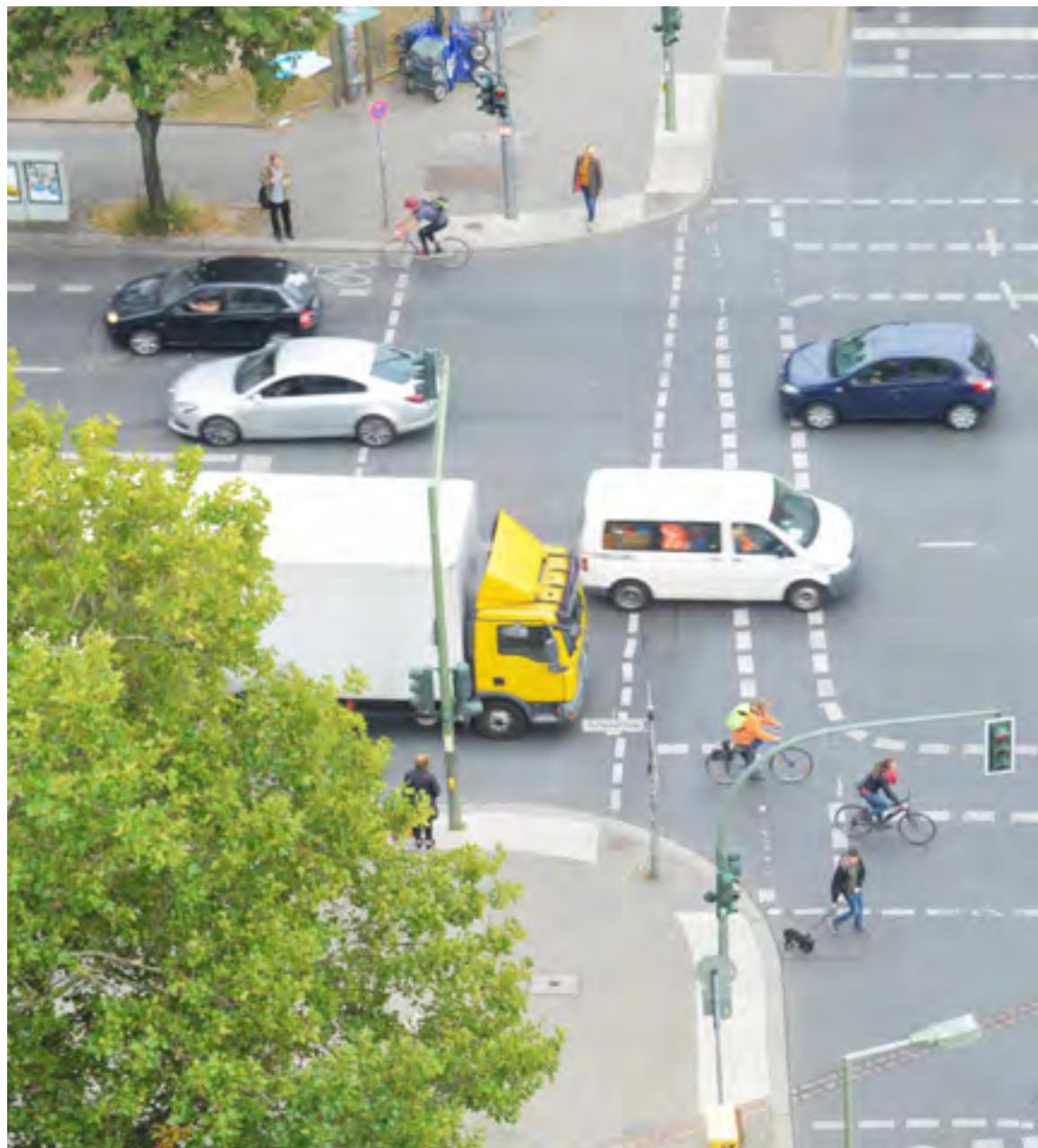
— District

Number of households



Source: Joint Statistics Office of the States of Berlin and Brandenburg, results of a sample census

# Characteristics of mobility



On average, each Berliner makes three-and-a-half journeys per day, spending around 80 minutes in traffic in the process. The average journey distance is six kilometres (3.7 miles) per person, per journey. The average journey time, approximately 23 minutes, has hardly changed in comparison to the average journey time in 2008.

In 2016, there were 1.41 million licensed motor vehicles on the road in Berlin, around 140,000 more than in 2008, representing an increase of 11 percent. However, with around 326 cars per 1,000 inhabitants,



Berlin continues to have a remarkably low vehicle ownership rate. In contrast, there are around 850 bicycles per 1,000 inhabitants.

The choice of transport method has also changed over the years. In 2013, 13 percent of journeys were made by bicycle, representing continuous growth. For journeys within the S-Bahn 'ring' line the figure was as high as 18 percent while the use of cars has been decreasing steadily since 1998. More journeys in Berlin are now made on foot than by car.

Further information on basic mobility data can be obtained

for Berlin at  
[www.berlin.de/senuvk/verkehr/datengrundlagen/index.shtml](http://www.berlin.de/senuvk/verkehr/datengrundlagen/index.shtml)

and nationwide data at  
[tu-dresden.de/bu/verkehr/ivs/srv/www.mobilitaet-in-deutschland.de](http://tu-dresden.de/bu/verkehr/ivs/srv/www.mobilitaet-in-deutschland.de)

## Mobility profile (2013)<sup>1)</sup>

### Mobility of the resident population

Share of the mobile population <sup>2)</sup>	91.8 per cent of the resident population
Average number of journeys of the resident population	3.5 journeys per person and day
Average number of journeys of mobile persons <sup>2)</sup>	3.9 journeys per person and day
Average time spent in traffic	81.1 minutes per person and day
Average length of journeys	6.0 kilometres per person and journey
Average duration of journeys	23.3 minutes per person and journey
Average daily distance covered	20.8 kilometres per person

**Rate of motorization** 328<sup>3)</sup> cars per 1,000 inhabitants

**Vehicle occupancy rate** 1.3 persons per car journey

**Number of bicycles** 846 bicycles per 1,000 inhabitants

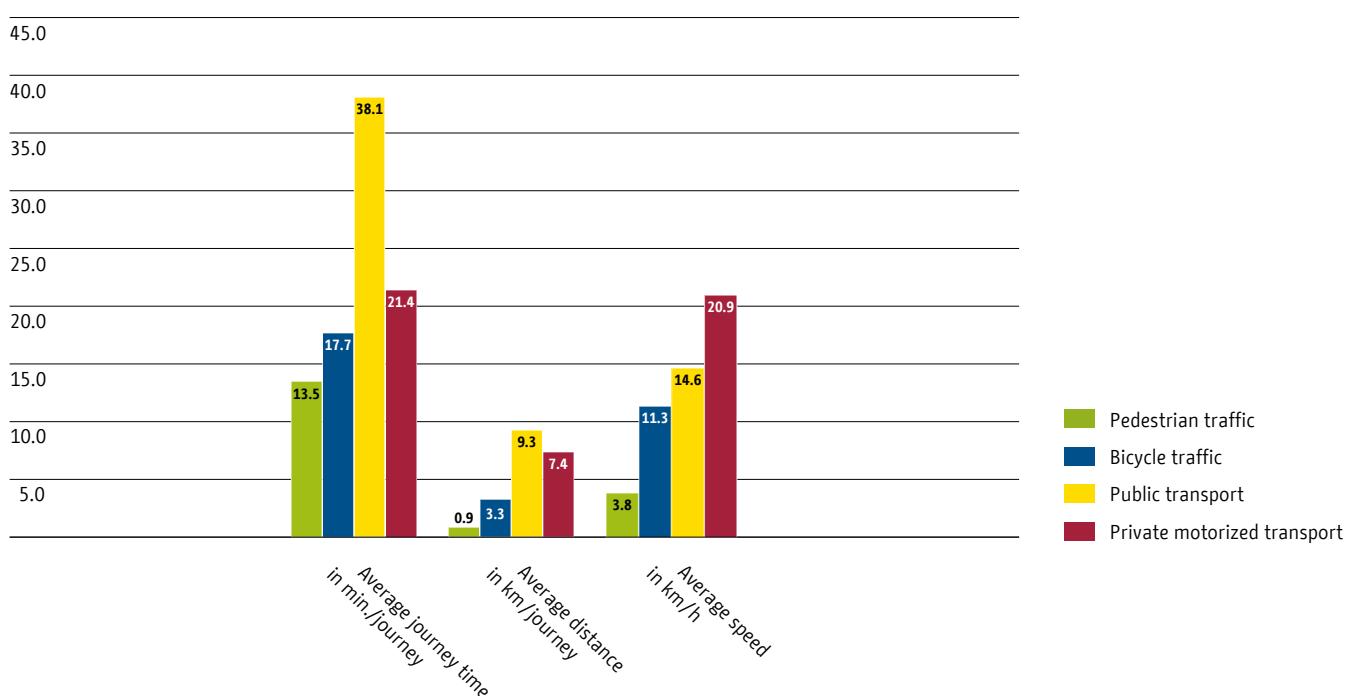
<sup>1)</sup> Mobility in cities – the SrV (System repräsentativer Verkehrsbefragung – Representative Survey System) traffic census is carried out at five-year intervals. The next survey will take place in 2018.

<sup>2)</sup> Those persons are regarded as mobile that change their whereabouts on an average working day.

<sup>3)</sup> The present rate of motorization is shown in the "Motorization" table.

Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden

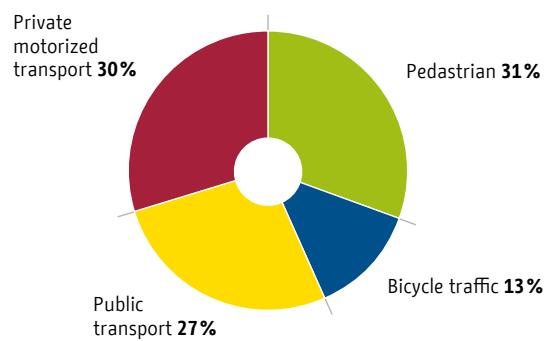
### Average journey time, distance and speed by mode of transport (2013)<sup>4)</sup>



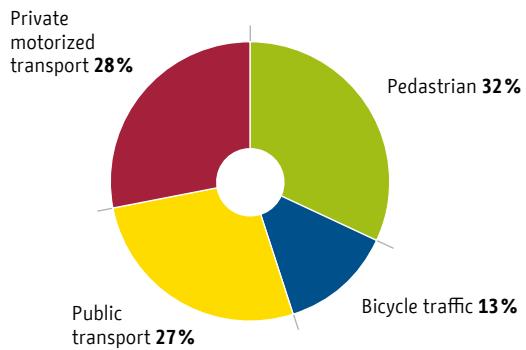
<sup>4)</sup> Mobility in cities – the SrV (System repräsentativer Verkehrsbefragung – Representative Survey System) traffic census is carried out at five-year intervals. The next survey will take place in 2018.

Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden,

### Share of journeys by transport mode for Berlin – total traffic (2013)<sup>1)</sup>

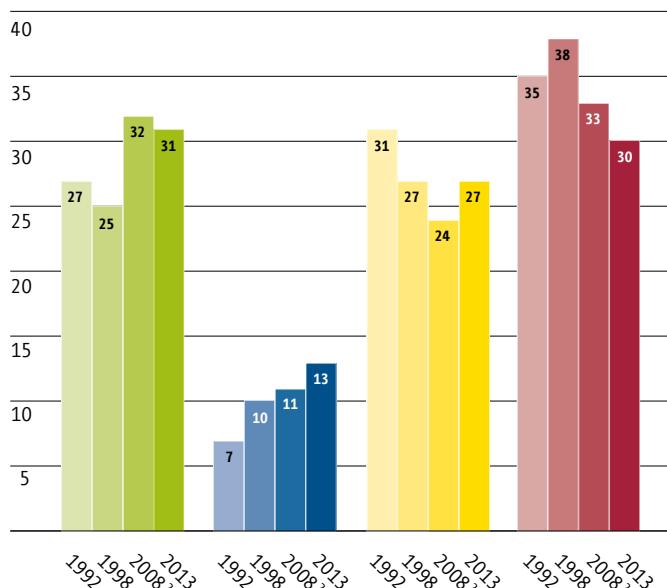


### Share of journeys by transport mode for Berlin – internal, local trips (2013)<sup>1)</sup>



### Choice of transport mode in total traffic (2013)<sup>1)</sup>

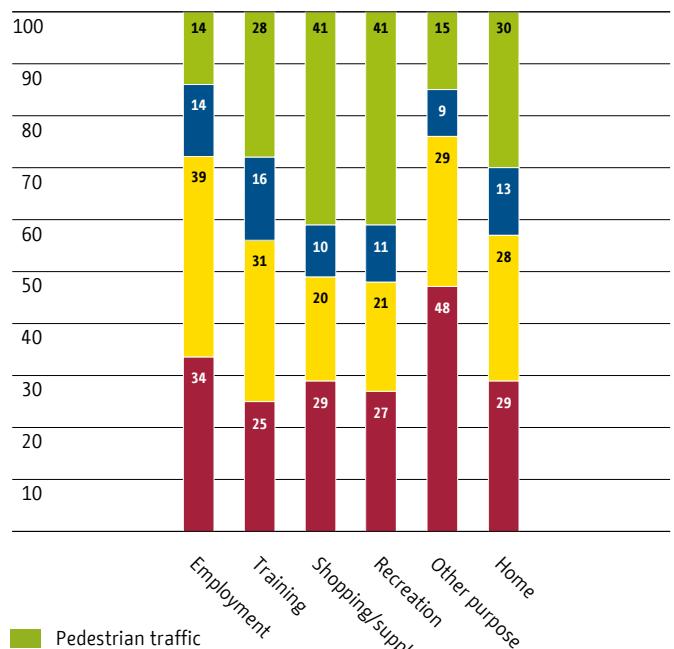
Choice of transport mode in per cent



Pedestrian traffic  
 Bicycle traffic  
 Public transport  
 Private motorized transport

### Use of transport mode by purpose of journey (2013)<sup>1)</sup>

Choice of transport mode in per cent



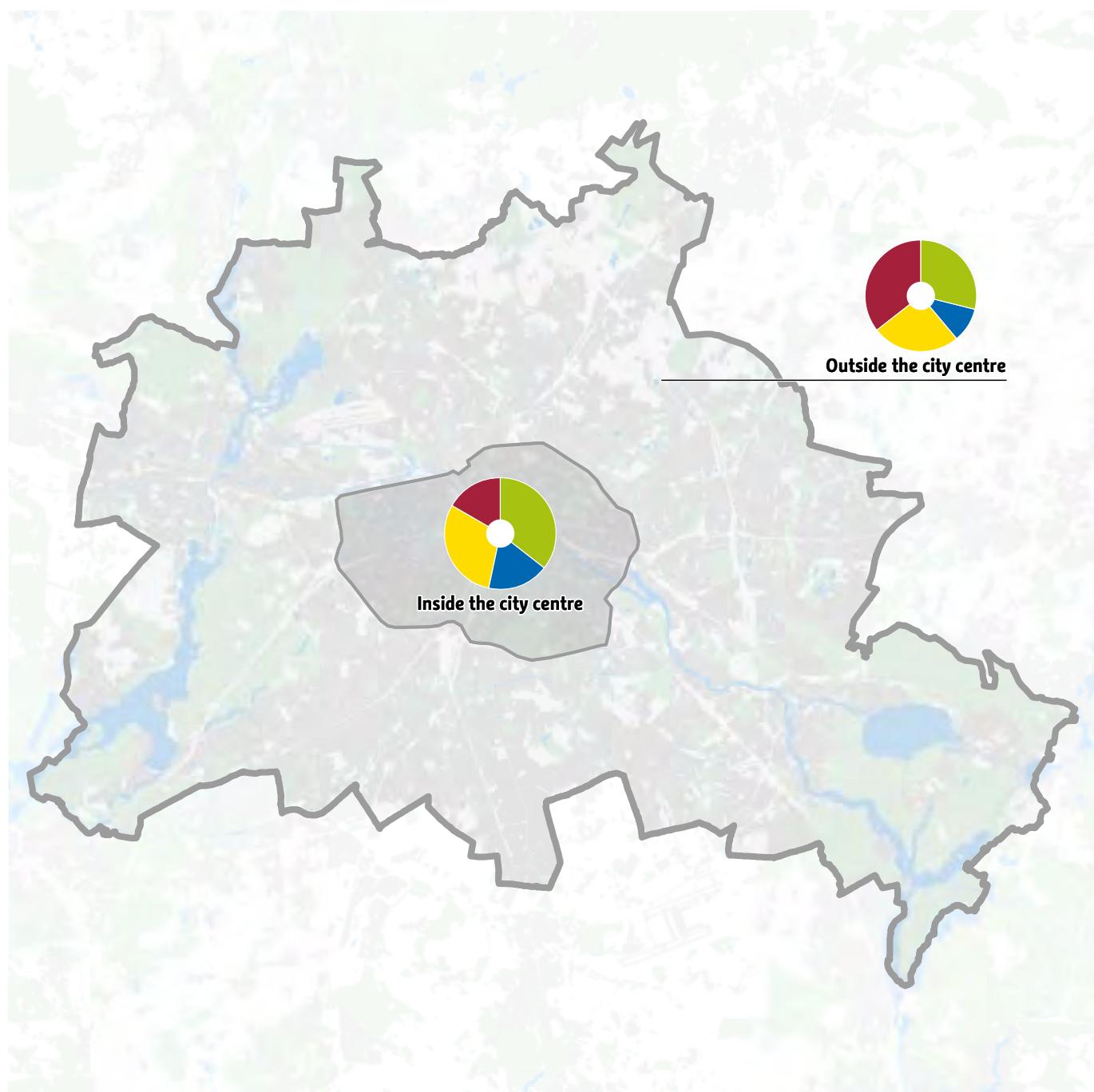
Pedestrian traffic  
 Bicycle traffic  
 Public transport  
 Private motorized transport

<sup>1)</sup> Mobility in cities – the SrV (System repräsentativer Verkehrsbefragung – Representative Survey System) traffic census is carried out at five-year intervals. The next survey will take place in 2018.

<sup>2)</sup> The results for 2008 have been subsequently systematically adjusted.

Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden

## Choice of transport method inside and outside the city centre (2013)<sup>1)</sup>



### Choice of transport mode

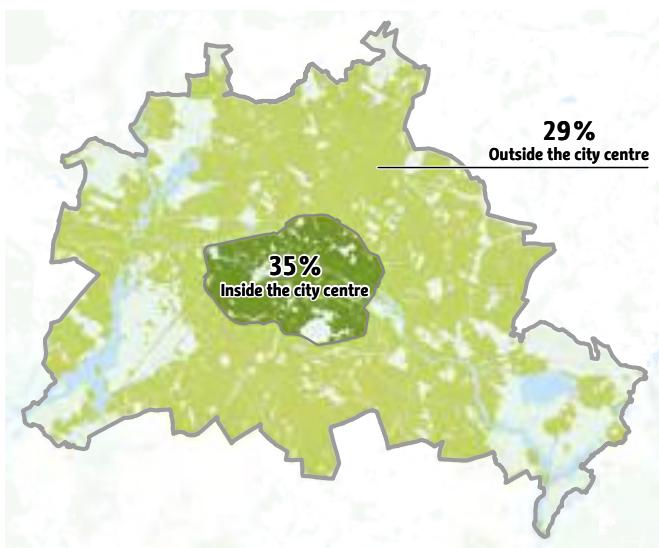
- Pedestrian traffic
- Bicycle traffic
- Public transport
- Private motorized transport

<sup>1)</sup> Mobility in cities – the SrV (System repräsentativer Verkehrsbefragung – Representative Survey System)

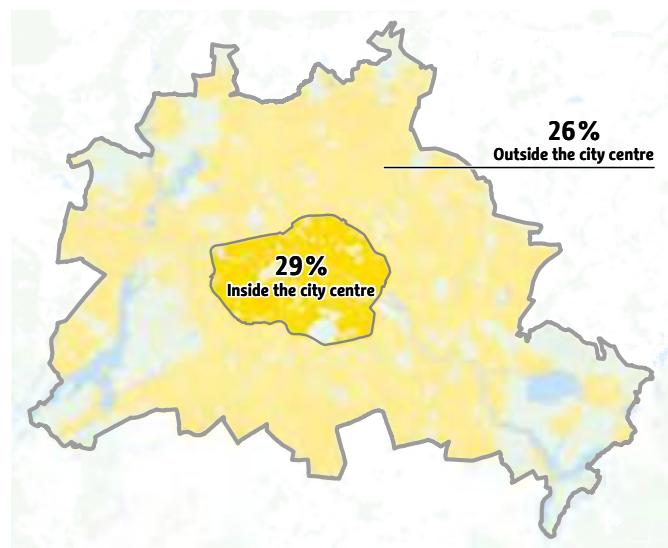
traffic census is carried out at five-year intervals. The next survey will take place in 2018.

Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden; Senate Department for the Environment, Transport and Climate Protection, Berlin

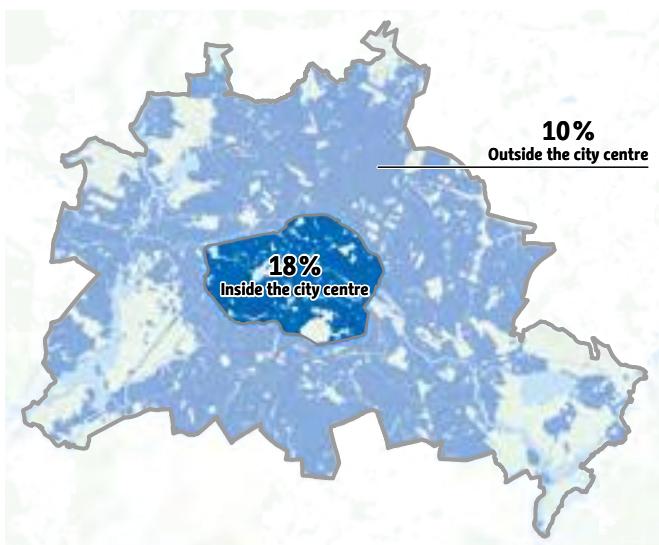
### Share of journeys of pedestrian traffic inside and outside the city centre (2013)<sup>1)</sup>



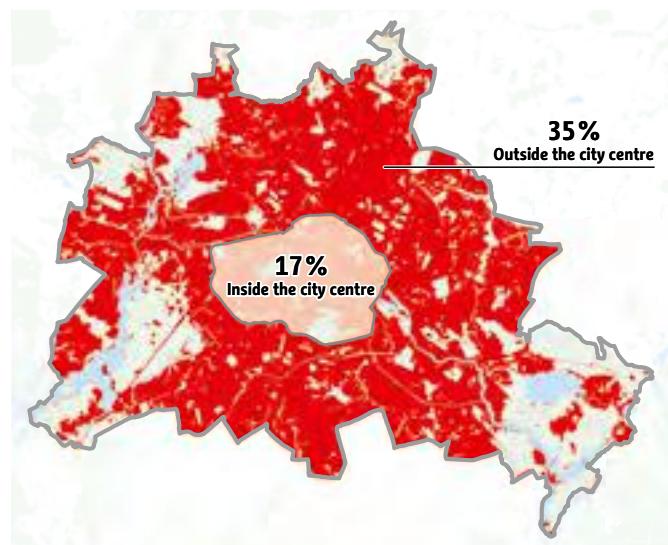
### Share of journeys of public transport inside and outside the city centre (2013)<sup>1)</sup>



### Share of journeys of bicycle traffic inside and outside the city centre (2013)<sup>1)</sup>



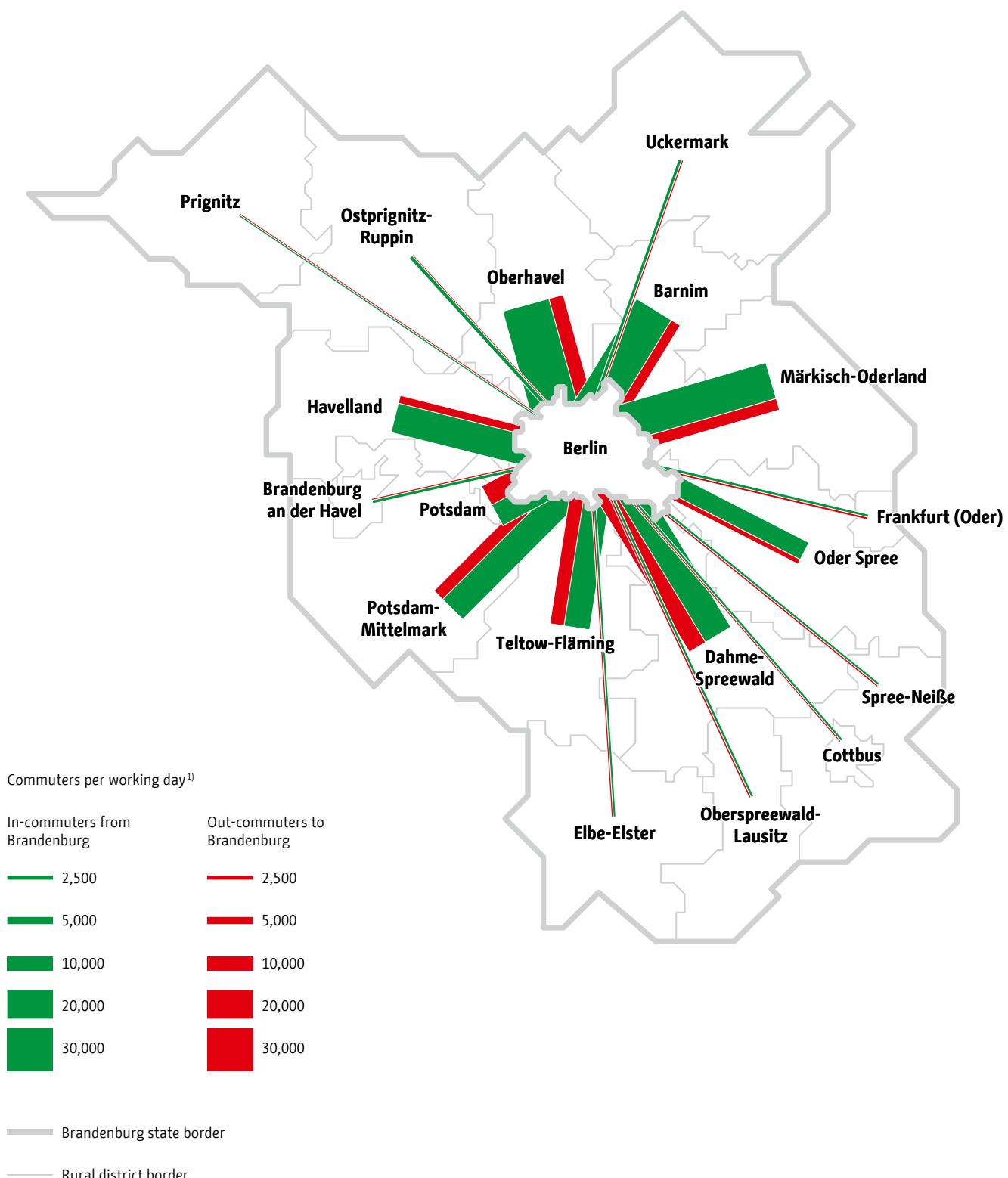
### Share of journeys of private motorized transport inside and outside the city centre (2013)<sup>1)</sup>



<sup>1)</sup> Mobility in cities – the SrV (System repräsentativer Verkehrsbefragung – Representative Survey System) traffic census is carried out at five-year intervals. The next survey will take place in 2018.

Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden; Senate Department for the Environment, Transport and Climate Protection, Berlin

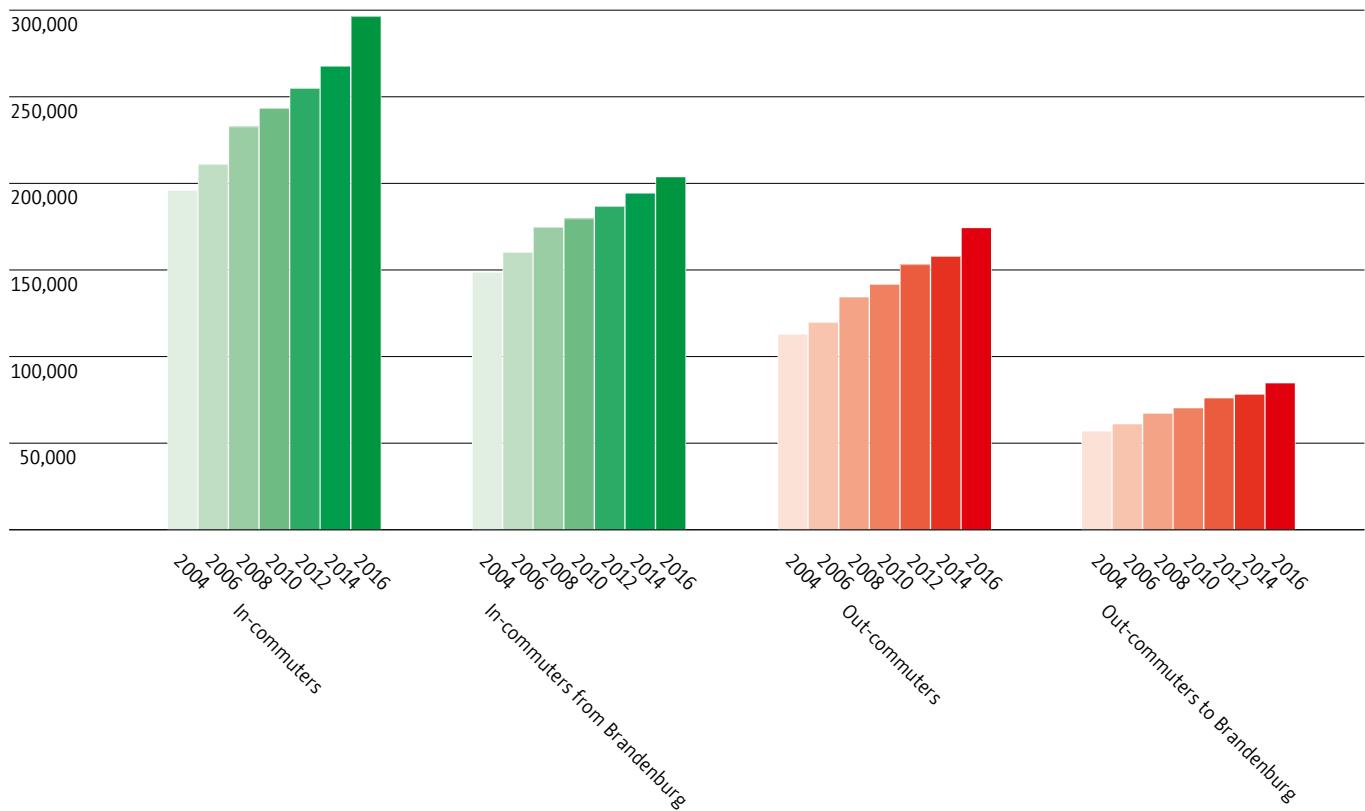
## Commuters to and from Berlin (2016)

<sup>1)</sup> Basis: Registered employees subject to social insurance in Berlin as at 30.06.2016

Source: Employment statistics from the Federal Employment Agency, Nuremberg, (commuters by district) and own calculations

## Commuters to and from Berlin

Commuters per working day<sup>1)</sup>



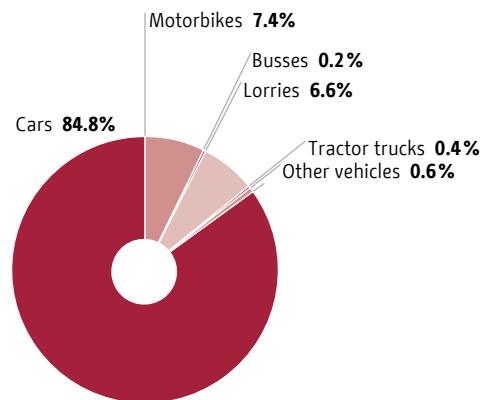
<sup>1)</sup> Basis: Registered employees subject to social insurance in Berlin as at 30.06.2016

Source: Employment statistics from the Federal Employment Agency, Nuremberg, (commuters by district) and own calculations

## Registered vehicles (2016)

Number of registered vehicles <sup>2)</sup>		1,409,642
Cars		1,195,149
Motorbikes		104,530
Busses		2,249
Lorries		93,141
Tractor trucks		6,246
Other vehicles		8,327

## Shares of registered vehicles (2016)

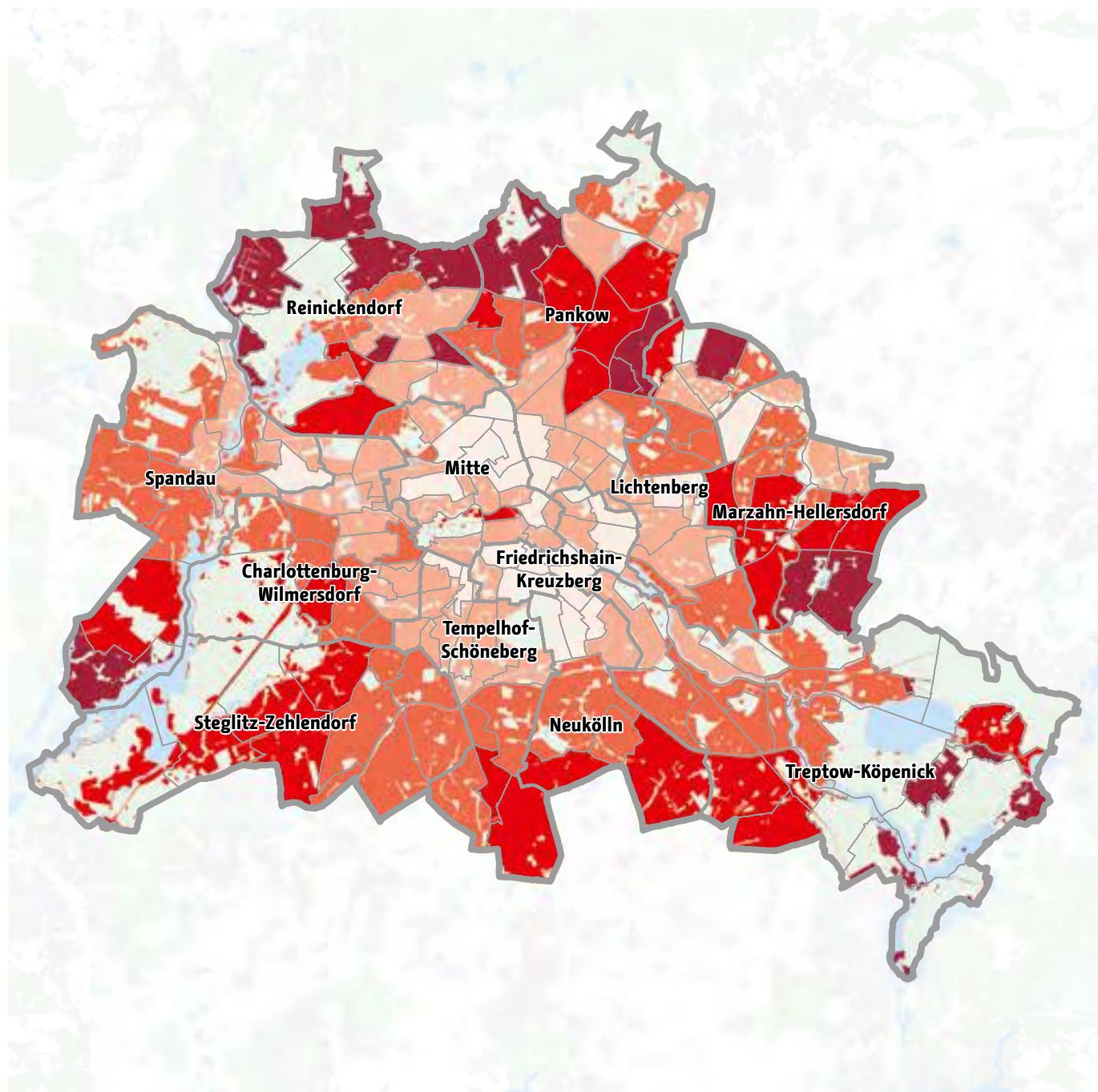


<sup>2)</sup> Number of vehicles on the road on 31.12.2016 (without trailer)

Source: Federal Motor Transport Authority (KBA)

Source: Federal Motor Transport Authority (KBA)

## Rate of motorization by statistical area (2016)



Private cars per 1,000 inhabitants



Source: Joint Statistics Office of the States of Berlin and Brandenburg; Senate Department for the Environment, Transport and Climate Protection, Berlin

## **Motorization**

	2000	2002	2004	2006	2008	2010	2012	2014	2016
Population of Berlin, total <sup>1)</sup>	3,331,232	3,336,248	3,333,108	3,348,805	3,362,843	3,387,562	3,469,621	3,562,166	3,670,622
Vehicles on the road, total <sup>2)3)4)</sup>	1,425,278	1,438,345	1,419,217	1,421,687	1,266,879	1,304,550	1,344,876	1,368,868	1,409,642
Cars <sup>2)3)4)</sup>	1,225,588	1,235,242	1,218,019	1,228,621	1,088,221	1,120,360	1,149,520	1,165,215	1,195,149
Cars per 1,000 inhabitants <sup>2)3)4)</sup>	329	327	322	317	320	331	331	327	326

<sup>1)</sup> Inhabitants legally registered as primarily resident in Berlin (results from the population register).

<sup>2)</sup> New German Vehicle Registration Ordinance (Fahrzeugzulassungsverordnung); As a result of this legislation, from 2008, the vehicle population only contains 'flowing traffic' including seasonal licence plates. Vehicles temporarily taken off the road are not included.

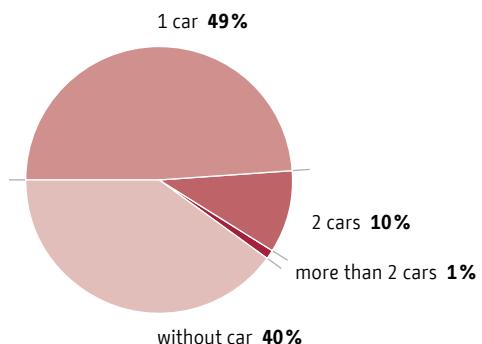
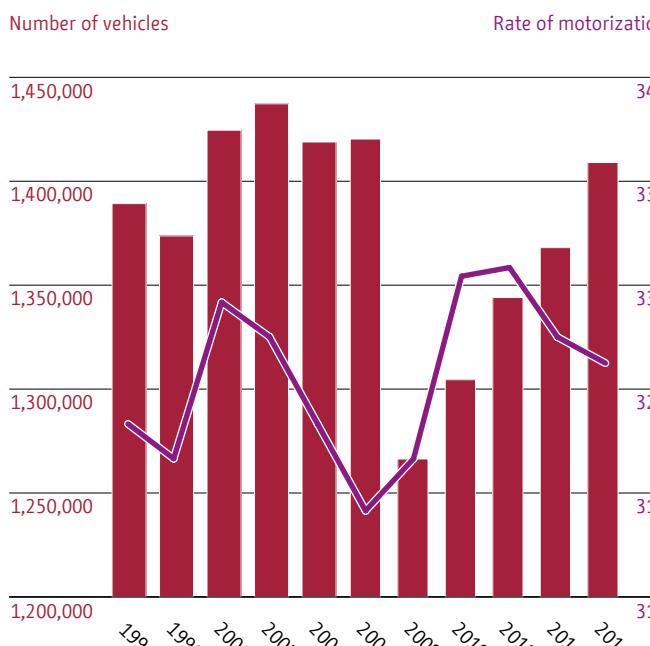
<sup>3)</sup> Due to EU-wide harmonisation of vehicle documentation, vehicles for special purposes are counted as passenger cars from October 2005.

<sup>4)</sup> KBA data from 31 December; amended baseline data for the calculation.

Source: Joint Statistics Office of the States of Berlin and Brandenburg; Federal Motor Transport Authority (KBA)

## **Motorization**<sup>5)</sup>

### **Motorization of households (2013)<sup>6)</sup>**



## Vehicles

 Cars per 1.000 inhabitants

<sup>5)</sup> New German Vehicle Registration Ordinance (Fahrzeugszulassungsverordnung); As a result of this legislation, from 2008, the vehicle population only contains 'flowing traffic' including seasonal licence plates. Vehicles temporarily taken off the road are not included.

Source: Joint Statistics Office of the States of Berlin and Brandenburg; Federal Motor Transport Authority (KBA)

<sup>6)</sup> Mobility in cities – the SrV (System repräsentativer Verkehrsbefragung – Representative Survey System) traffic census is carried out at five-year intervals. The next survey will take place in 2018.

Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden

# Pedestrian and bicycle traffic



On average, Berliners make 44 percent of their journeys on foot or by bicycle. The importance of non-motorised means of transport is reflected in urban traffic planning, as Berlin has its own independent pedestrian transport strategy and, since the start of 2018, the Berlin Mobility Act (Berliner Mobilitätsgesetz). This Mobility Act is the first of its kind in Germany.



Since 2001, over 450 new pedestrian crossing facilities have been created on Berlin's roads as part of a programme initiated by the city. Cyclists now also have well over 1,000 km (621 miles) of cycle paths at their disposal.

The impact is clear to see. For years, continuous traffic surveys have shown increasing figures for cycle traffic at numerous locations. In the city centre, inhabitants make more journeys on foot and by bicycle than they do by car.

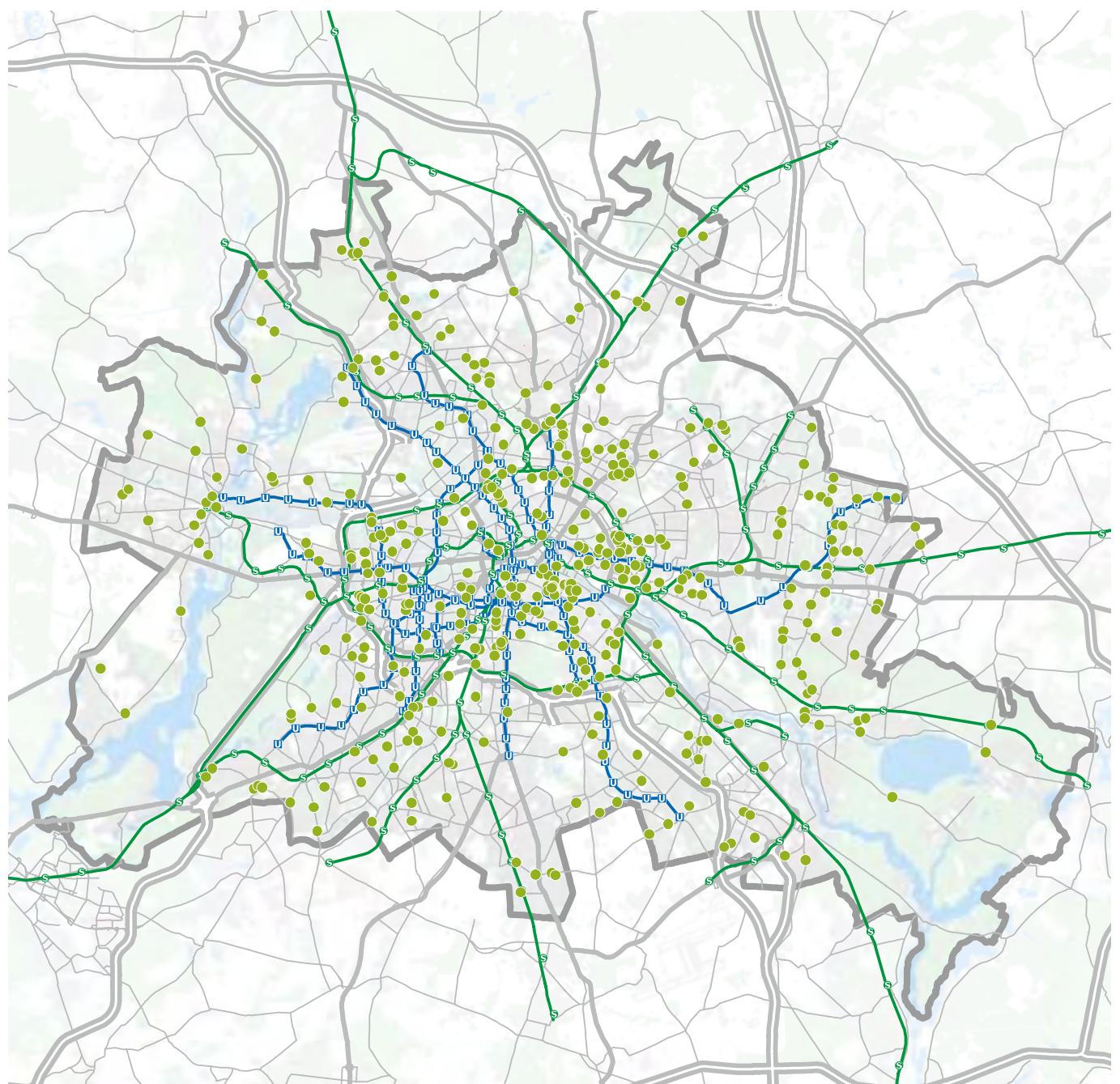
Further information can be obtained

on pedestrian traffic at  
[www.berlin.de/senuvk/verkehr/politik\\_planung/fussgaenger](http://www.berlin.de/senuvk/verkehr/politik_planung/fussgaenger)  
[www.berlin.de/senuvk/verkehr/mobil/fuss](http://www.berlin.de/senuvk/verkehr/mobil/fuss)

on bicycle traffic at  
[www.berlin.de/senuvk/verkehr/politik\\_planung/rad](http://www.berlin.de/senuvk/verkehr/politik_planung/rad)  
[www.berlin.de/senuvk/verkehr/mobil/fahrrad](http://www.berlin.de/senuvk/verkehr/mobil/fahrrad)

on a route planner for cyclists at  
[www.bbbike.de](http://www.bbbike.de)

## Crosswalks ('zebra crossings') (2016)



● Crosswalks ('zebra crossings')

— U — U-Bahn

— S — S-Bahn

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Construction projects for safe pedestrian crossings<sup>1)</sup>

	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrian crossings	36	27	32	14	45	17	27	37	22
Centre islands	9	9	8	7	8	4	5	3	8
Road narrowing at crossings	3	8	7	5	5	1	3	2	4

<sup>1)</sup> New construction projects under the Berlin State Government programme for safe pedestrian crossings of 2001.

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Facilities for cyclists<sup>2)3)</sup>

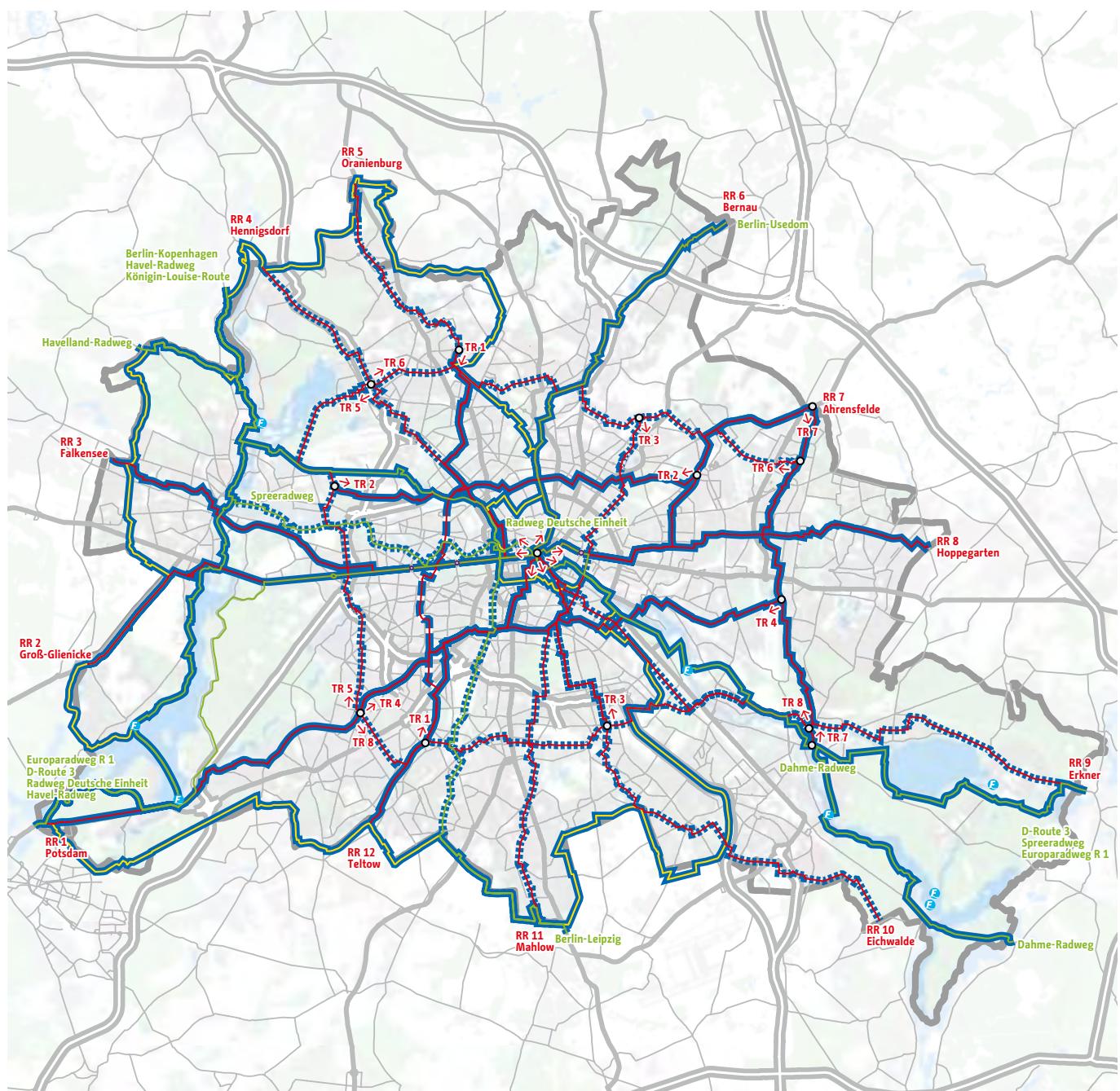
	2012	2013	2014	2015
Purpose-built cycling paths (in km)	964	963	963.2	963.4
Cycling lanes on roads (in km)	253	273	282	285.8
Joint pedestrian and cycling paths (in km)	216	216	216	216.1

<sup>2)</sup> Financed by the Senate Department's bicycle traffic infrastructure programme (no self-funding from districts)

<sup>3)</sup> Information related to kilometres built

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Cycle route signage (2017)



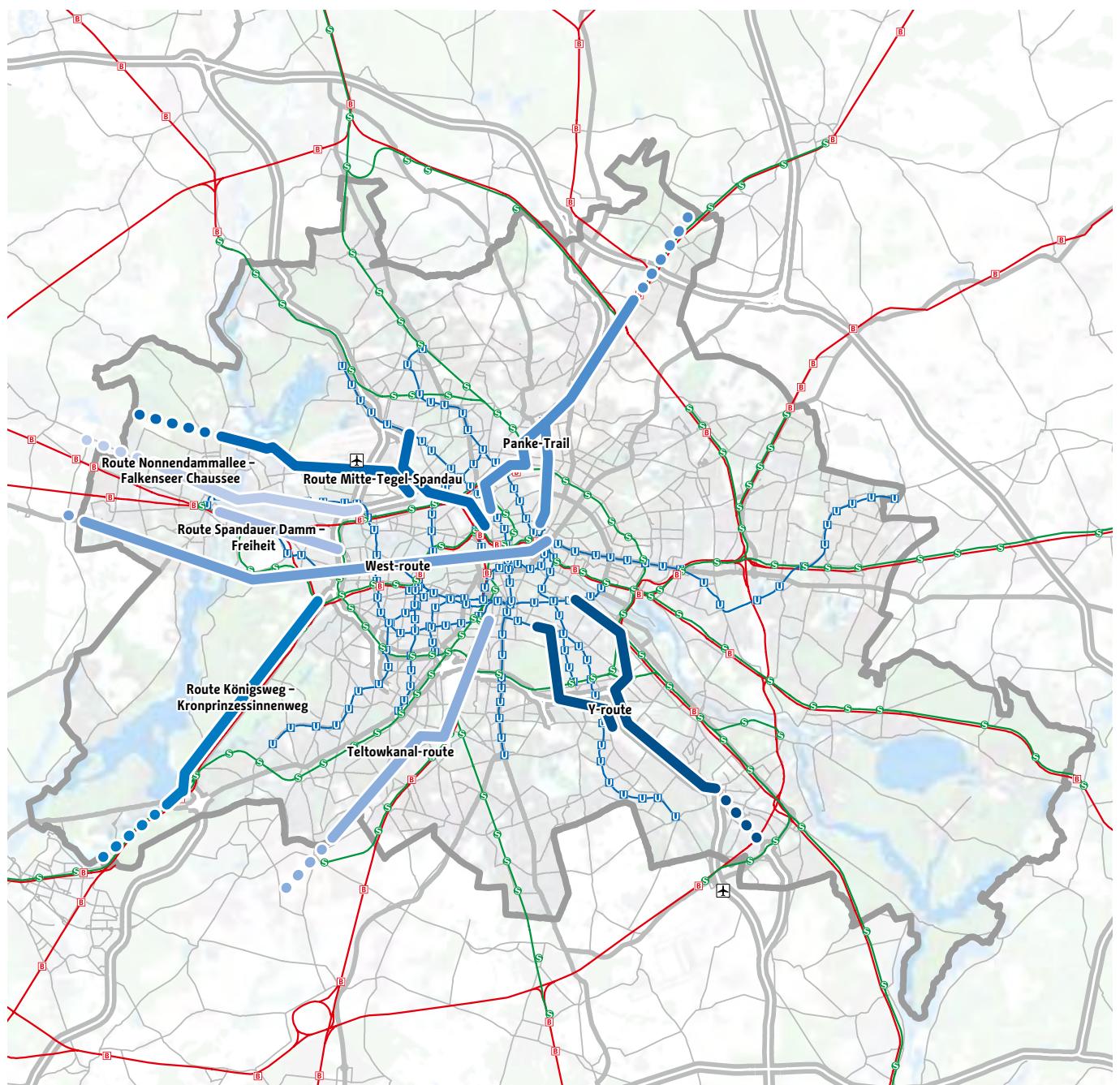
— Main cycle route network  
— Long-distance cycle routes  
— Berlin Wall Trail

— Signage until 2016  
— Signage until 2017  
— Signage after 2017

RR Radial routes (starting from Schlossplatz)  
TR Tangential routes (circular)  
○ Start/finish of routes  
← Route direction  
⌚ Ferry

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Routes earmarked for possible high-speed bicycle connections in Berlin<sup>1)</sup>



Priority of possible future high-speed cycle routes

1 2 3 4 5 6 7 8

U-Bahn

S-Bahn

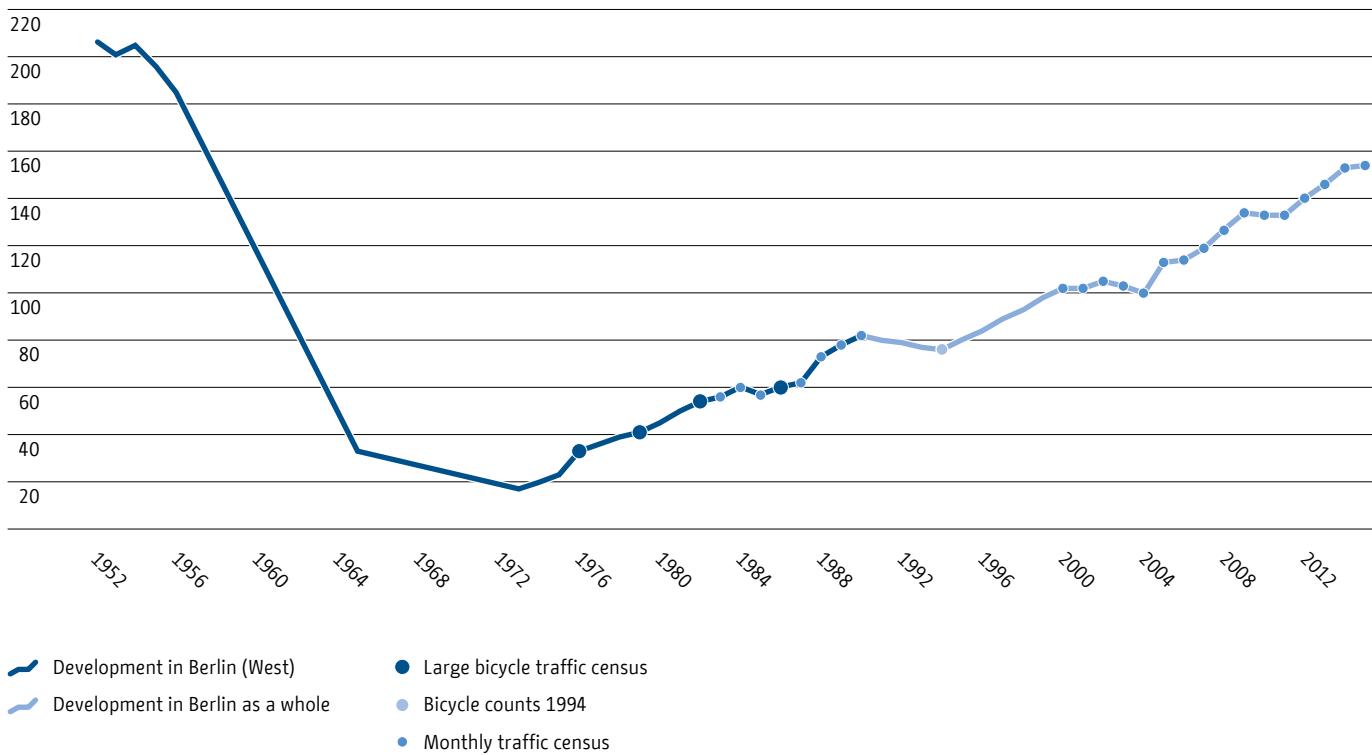
Regional railways

<sup>1)</sup> Feasibility studies are being carried out to examine the feasibility, expected usage and anticipated costs of the routes marked on the diagram. A decision on the construction of these high-speed cycle lanes on the routes under consideration can only be taken once the studies have been completed.

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

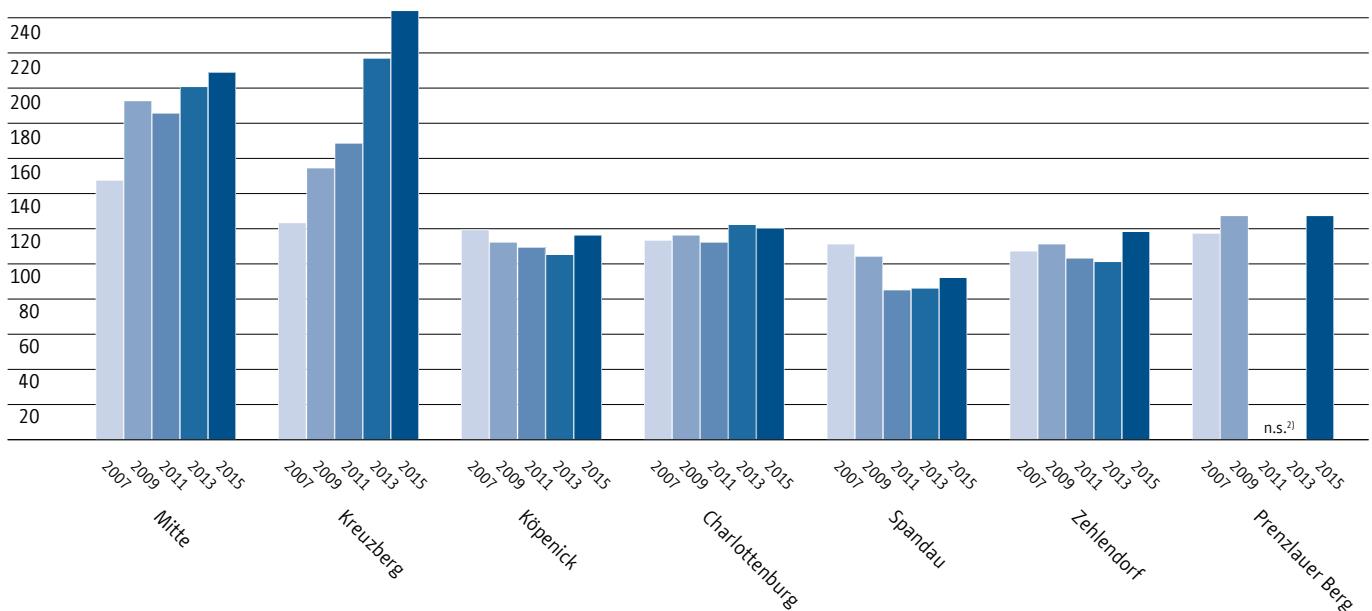
## Bicycle traffic since 1951

Relative change in per cent (2004 = 100%)



## Bicycle traffic at selected counting points<sup>1)</sup>

Relative change in per cent (2004 = 100%)

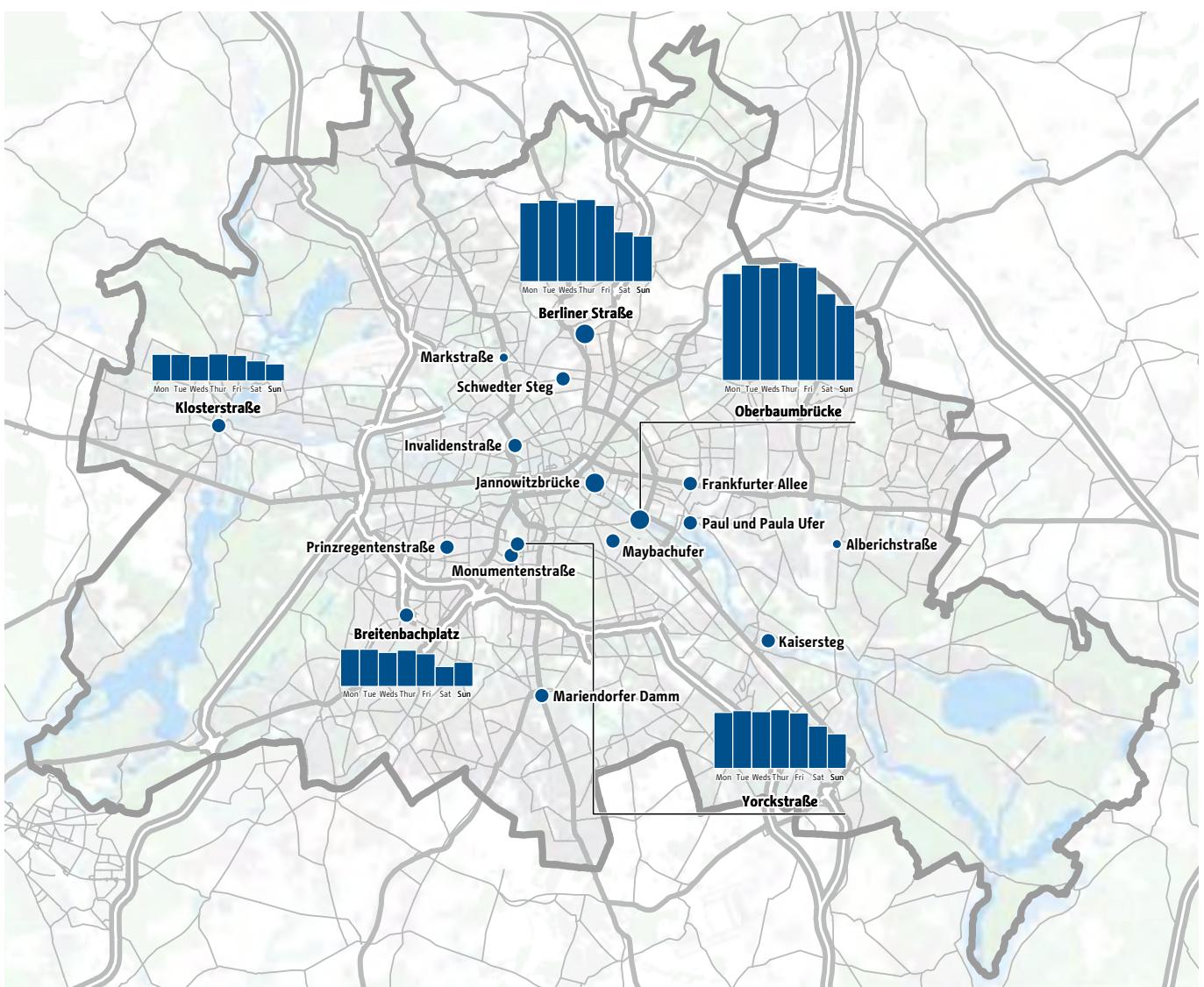


<sup>1)</sup> Counting points: Mitte – Karl-Liebknecht-Straße/Spandauer Straße; Kreuzberg – Zossener Straße/Blücher Straße; Köpenick – Lange Brücke; Charlottenburg – Joachimstaler Straße/Lietzenburger Straße; Spandau – Neuendorfer Straße/Schönwalder Straße; Zehlendorf – Teltower Damm/Schönower Straße; Prenzlauer Berg – Kastanienallee /Schwedter Straße

<sup>2)</sup> Site: 2011 to 2013

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin; stadtplan, engineer's office for traffic surveys, statistics and planning: Annual Report on Bicycle Traffic Level Census, 2015, commissioned by Verkehrslenkung Berlin (VLB)

## Automatic cycle traffic counting points (2016)

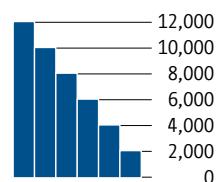


Number of cyclists  
per day

- ≤ 3,000
- 3,001–6,000
- > 6,000

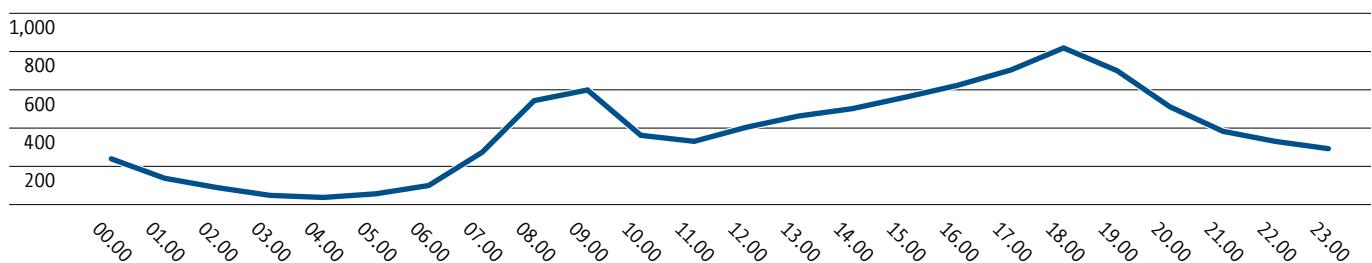
## Weekly overview

Number of cyclists per day at selected counting points



## Oberbaumbrücke daily overview

Number of cyclists per hour (average), all days, both directions



Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

# Public transport



Berlin possesses an outstanding local public transportation network. The network of U-Bahn (underground), S-Bahn (overground trains), trams and buses has a total length of around 1,900 km (1,180 miles) and over 3,100 stops, with almost 80 percent of U-Bahn, S-Bahn and regional train stations having step-free access. Around 75 percent of train stations also have guiding systems for the visually impaired. Around ten years ago, the percentages for both were still below 60 percent.



Berlin is very well connected nationally and internationally by rail and air. The launch of the Berlin–Munich high-speed railway line signified the completion of a key infrastructure project for rail transport. Every year, around one billion passengers use services operated by the Berliner Verkehrsbetriebe (BVG – Berlin's public transport operator) and 417 million passengers use the S-Bahn. Passenger numbers have been increasing steadily for years. Berlin reacted to this increase by expanding services and implementing infrastructure measures.

Further information on public transport in Berlin can be obtained

on public transport in general at  
[www.berlin.de/senuvk/verkehr/politik\\_planung/oepnv](http://www.berlin.de/senuvk/verkehr/politik_planung/oepnv)

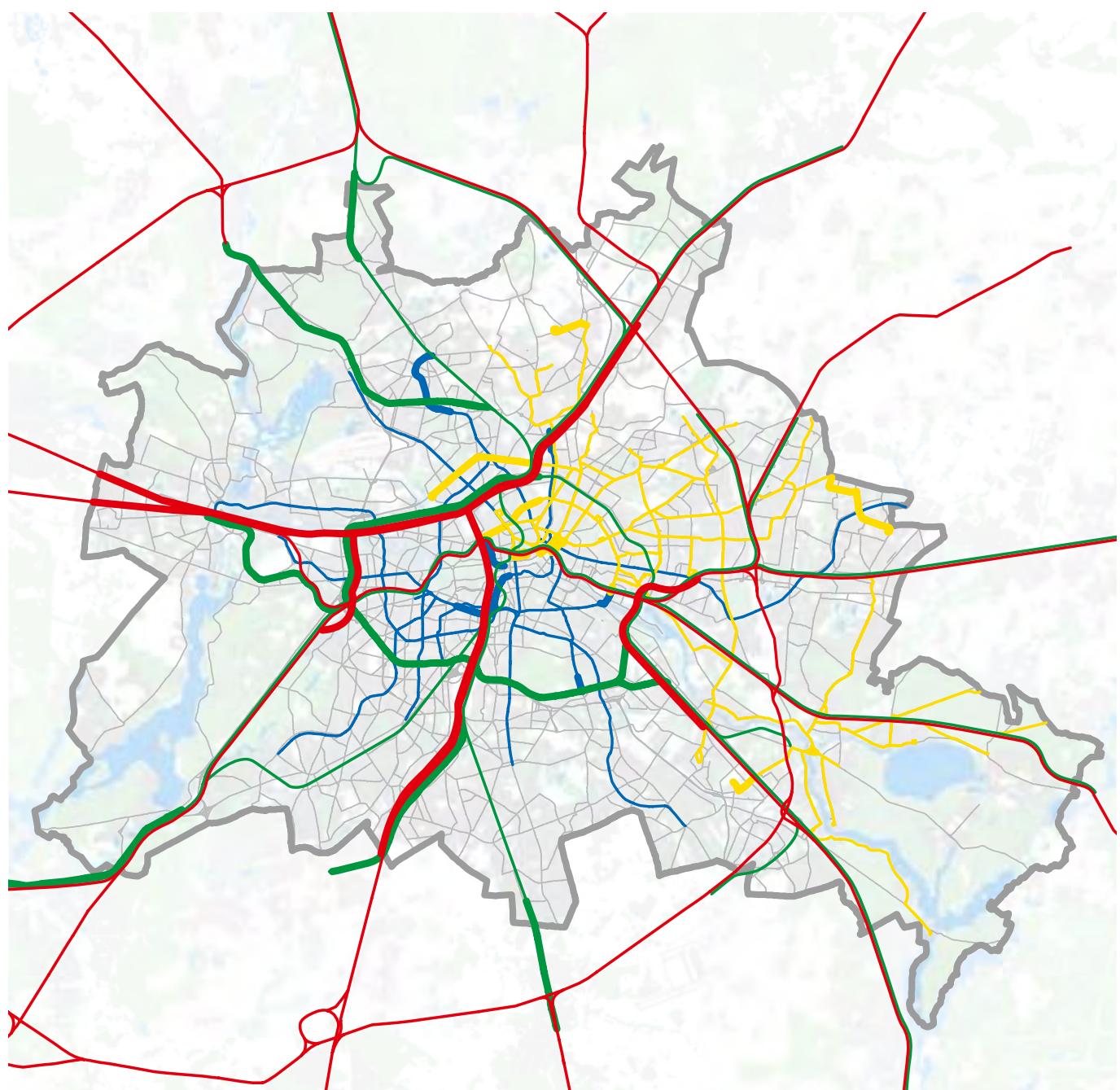
on transport services in Berlin at  
[www.bvg.de](http://www.bvg.de)

on the S-Bahn at  
[www.s-bahn-berlin.de](http://www.s-bahn-berlin.de)

on Verkehrsverbund Berlin-Brandenburg at  
[www.vbb.de](http://www.vbb.de)

on DB Bahn at  
[www.bahn.de](http://www.bahn.de)

## Development of the public transport network since 1990



Transport network

- U-Bahn
- S-Bahn
- Tram
- DB Bahn

Completion or reconstruction since 1990

- U-Bahn
- S-Bahn
- Tram
- DB Bahn (realization of the so-called „Mushroom Concept“)

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

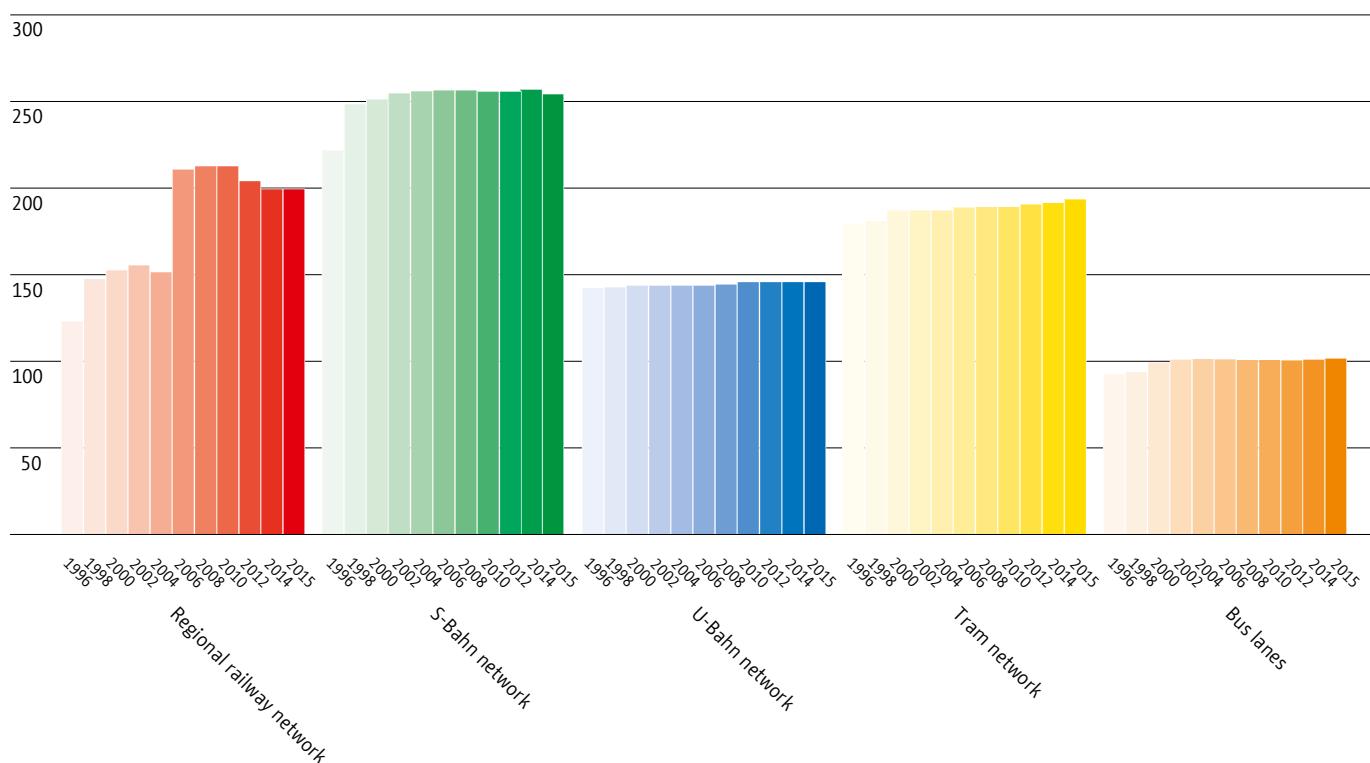
## Public transport network<sup>1)</sup> and stations

	1996	1998	2000	2002	2004	2006	2008	2010	2012	2014	2015
Regional railway network (in km)	123.5	148.2	153.1 <sup>4)</sup>	156.0 <sup>4)</sup>	152.0 <sup>4)</sup>	211.3	213.2	213.2	204.6	199.0	199.0
Regional stations	13	13	15	16	15	19	21	21	21	21	22
S-Bahn network (in km)	222.3	249.0	251.8	255.3	256.5	257.0	257.0	256.2	256.2	256.2	253.6
S-Bahn stations	117	128	130	131	131	131	132	132	132	132	132
U-Bahn network (in km) <sup>2)</sup>	142.9	143.3	144.2	144.2	144.2	144.2	144.9	146.3	146.3	146.3	146.3
U-Bahn stations	167	169	170	170	170	170	170	173	173	173	173
Tram network (in km) <sup>3)</sup>	179.8	181.6	187.7	187.7	187.7	189.4	189.7	189.7	191.2	191.2	193.2
Bus lanes per direction (in km)	93.3	94.4	99.8	101.5	101.9	101.7	101.4	101.4	101.1	101.0	101.7

<sup>1)</sup> Trafficable network<sup>2)</sup> Line kilometres<sup>3)</sup> Length of routes in operation<sup>4)</sup> Estimated data, fluctuations in network length due to line changes resulting from building works

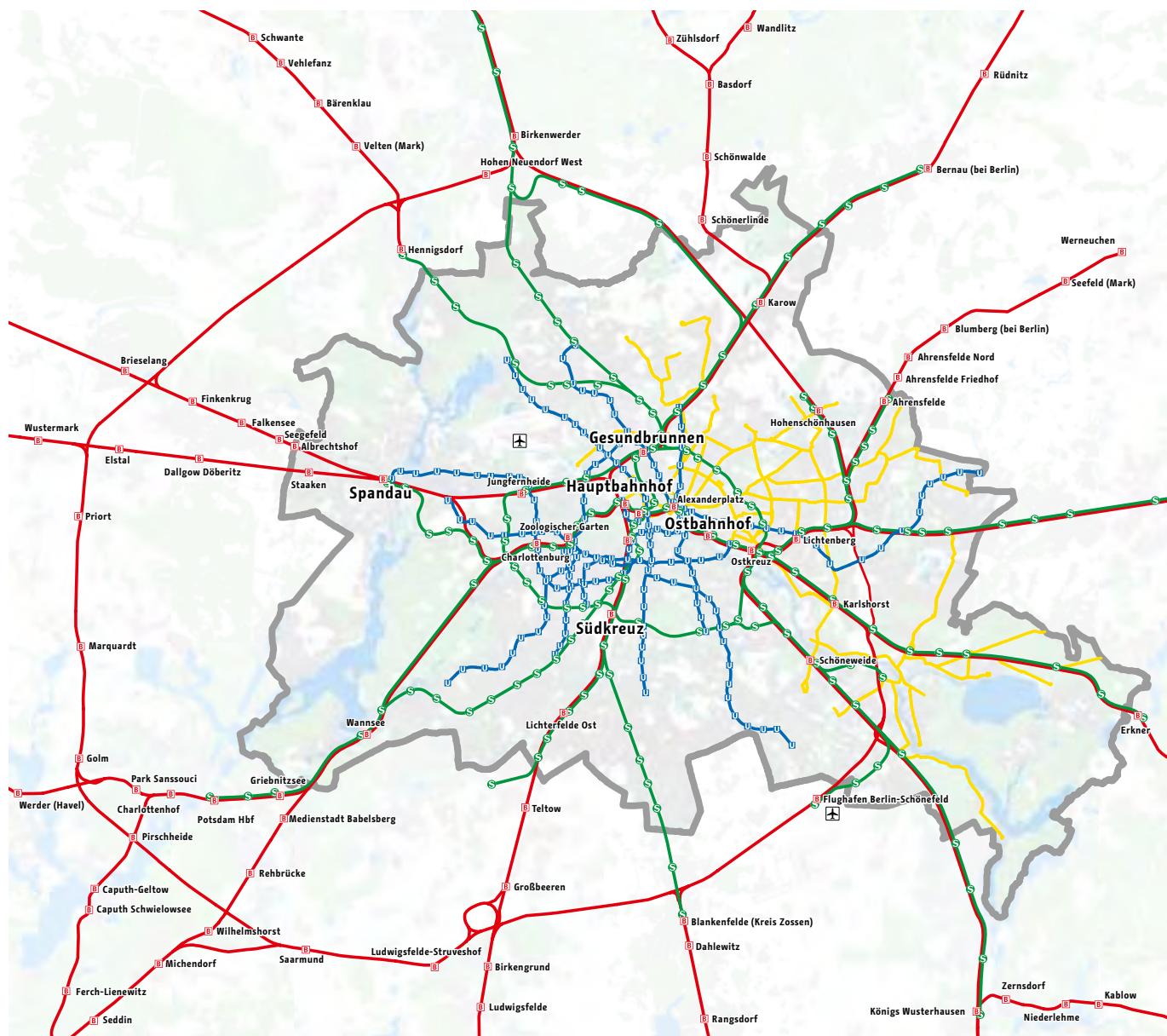
## Public transport network

Length of routes in operation in kilometres



Source: Senate Department for the Environment, Transport and Climate Protection, Berlin; BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH; VBB Verkehrsverbund Berlin-Brandenburg GmbH

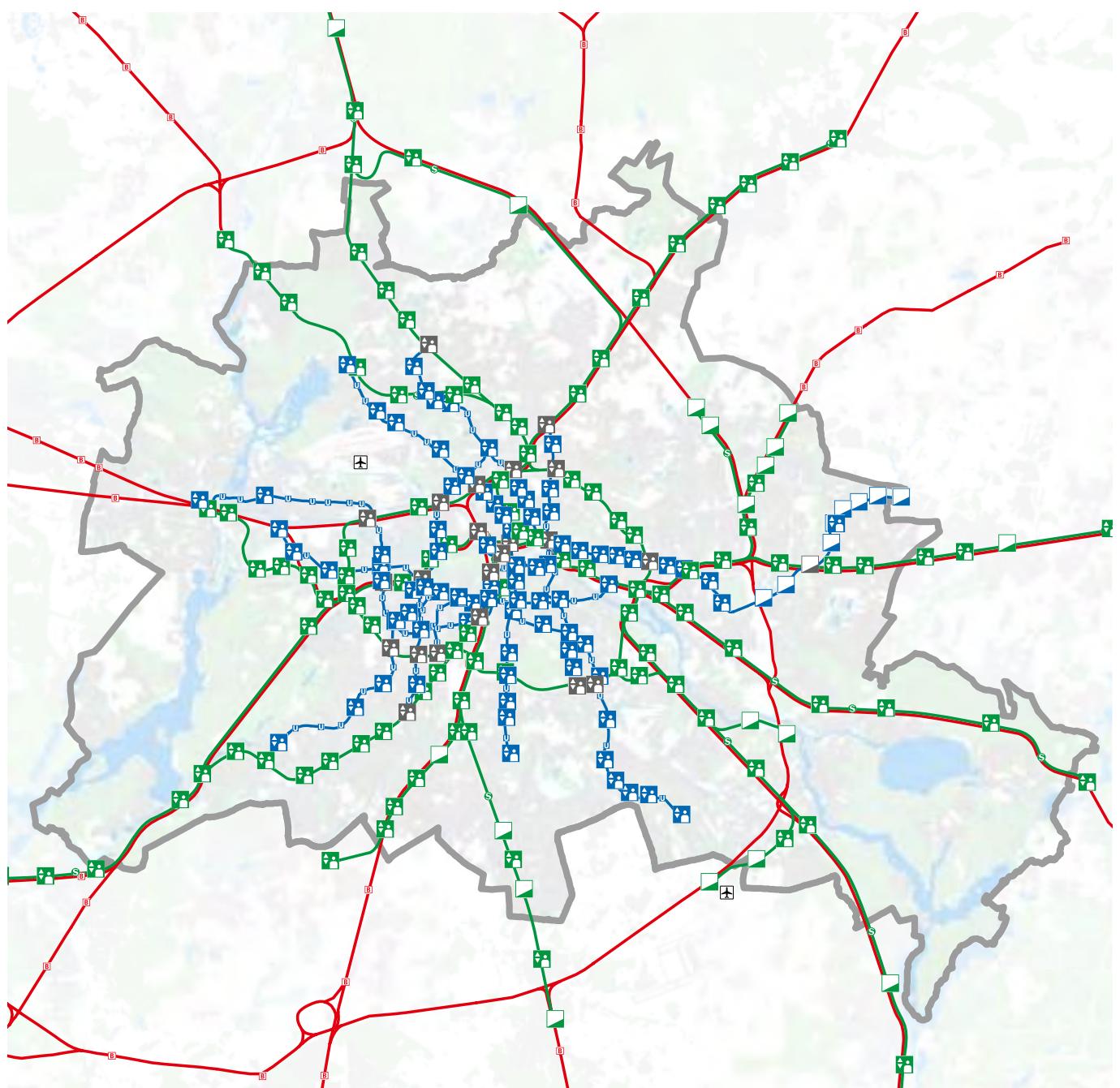
## Public rail passenger transport network (2016)



- U— U-Bahn
  - S— S-Bahn
  - B— Regional railway
  - Y— Tram

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Barrier-free stations in the S- and U-Bahn network (2016)



█ Barrier-free access to S via ramp  
█ Barrier-free access to S via lift  
█ Barrier-free access to U via ramp  
█ Barrier-free access to U via lift

█ Barrier-free access to S + U via ramp  
█ Barrier-free access to S + U via lift

█ U-Bahn  
█ S-Bahn  
█ Regional railway

## Barrier-free stations

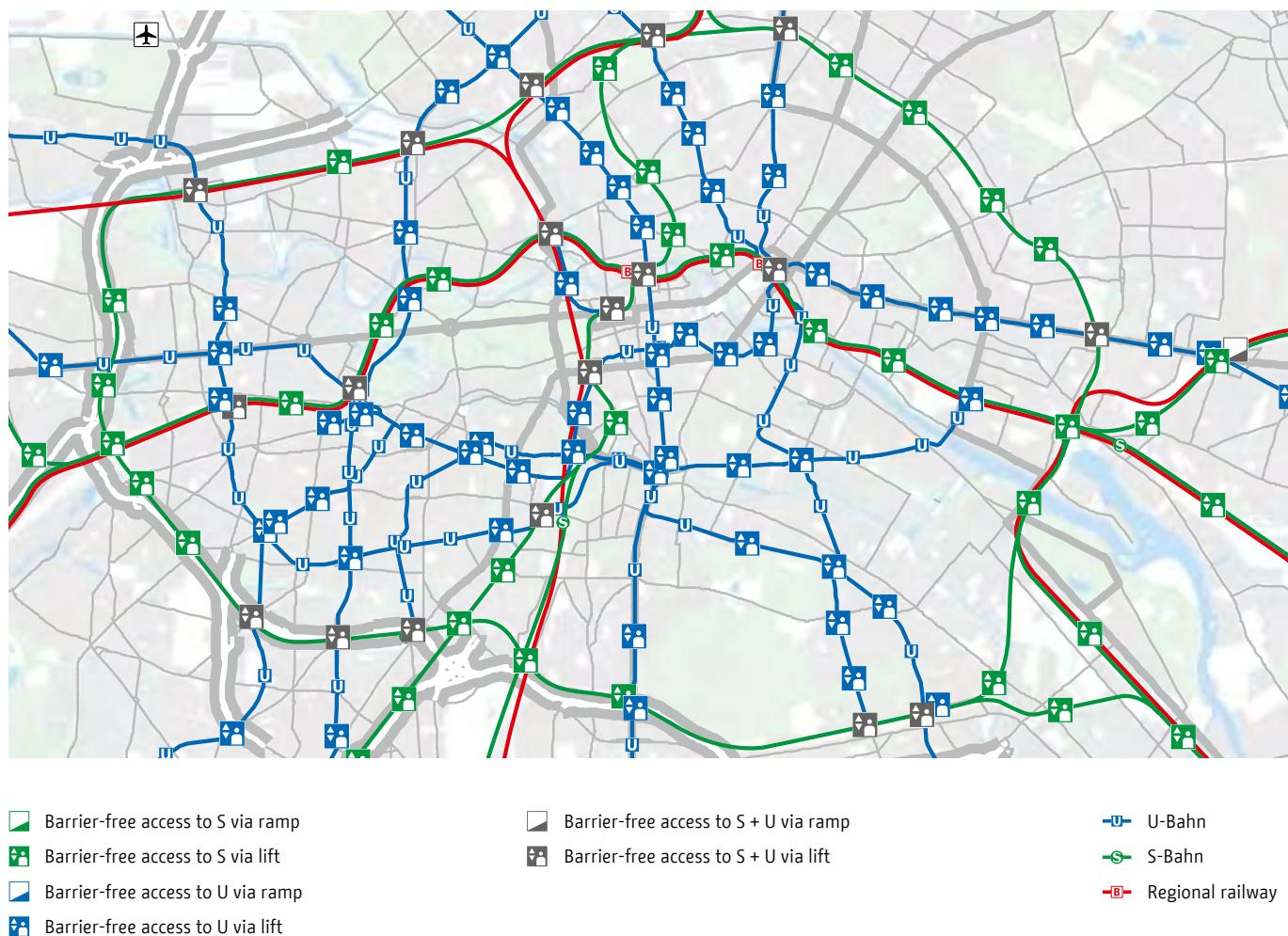
	U-Bahn stations			S-Bahn stations			Main line stations			Regional stations		
	2011	2013	2015	2011	2013	2015	2011	2013	2015	2011	2013	2015
Stations, total	173	173	173	132	132	132	7	7	7	21	21	22
with lifts	86	94	101	102	105	111	6	6	6	16	17	19
with ramps	9	9	9	14	14	13	1	1	1	3	3	3
with escalators	94	94	94	38	38	39	6	5	5	10	12	13
with facilities for the blind	108	111	117	114	116	117	5	5	5	10	14	15
with information and SOS telephones <sup>1)</sup>	173	173	173	89	unkn. <sup>2)</sup>	88	4	6	6	4	unkn. <sup>2)</sup>	13

<sup>1)</sup> S-Bahn stations: Information call buttons at unmanned stations

<sup>2)</sup> unknown

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin; BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH; DB Station & Service AG

## Barrier-free stations in the S- and U-Bahn network in the city centre (2016)



Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Public transport passenger volume<sup>1)</sup>

	1997	1999	2001	2003	2005	2007	2009	2011	2013	2015
<b>jährliche Fahrgäste insgesamt (in Mio.)</b>	<b>1.085</b>	<b>1.107</b>	<b>1.137</b>	<b>1.254</b>	<b>1.307</b>	<b>1.323</b>	<b>1.351</b>	<b>1.376</b>	<b>1.416</b>	<b>1.504</b>
<b>Fahrgäste BVG (in Mio.)</b>	<b>789</b>	<b>787</b>	<b>798</b>	<b>890<sup>3)</sup></b>	<b>907</b>	<b>904</b>	<b>925</b>	<b>937</b>	<b>947</b>	<b>1.010</b>
<b>Fahrgäste S-Bahn (in Mio.)</b>	<b>264</b>	<b>280</b>	<b>296</b>	<b>315</b>	<b>357</b>	<b>371</b>	<b>371<sup>5)</sup></b>	<b>383</b>	<b>402</b>	<b>417</b>
<b>Fahrgäste im Regionalverkehr (in Mio.)</b>	<b>32</b>	<b>40</b>	<b>43</b>	<b>49</b>	<b>43<sup>4)</sup></b>	<b>49</b>	<b>55</b>	<b>56</b>	<b>67</b>	<b>77</b>
<b>Verbundfahrgäste insgesamt (in Mio.)<sup>2)</sup></b>	<b>1.038</b>	<b>1.136</b>	<b>1.185</b>	<b>1.227</b>	<b>1.237</b>	<b>1.265</b>	<b>1.282</b>	<b>1.321</b>	<b>1.391</b>	

<sup>1)</sup> Passenger volume S-Bahn and regional transport including Brandenburg

<sup>2)</sup> Local public transportation network passengers outside the city, and S-Bahn passengers of all transportation providers in Verkehrsverbund Berlin-Brandenburg (VBB)

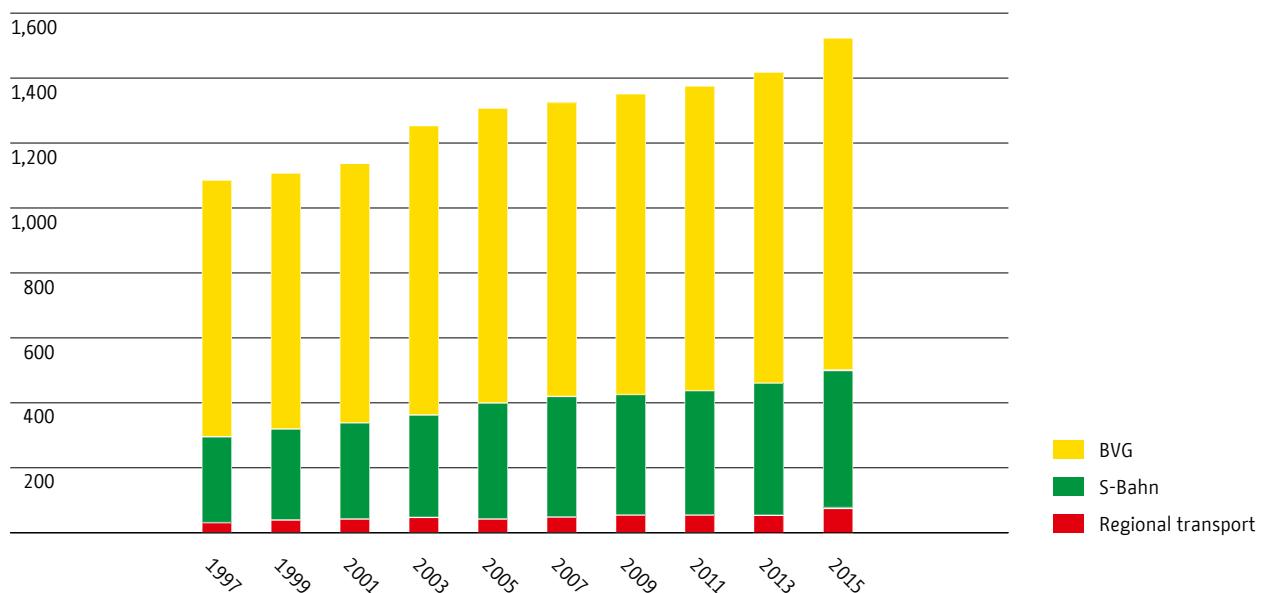
<sup>3)</sup> From 2003 new survey and projection

<sup>4)</sup> From 2005 new survey and projection

<sup>5)</sup> Stagnation in passenger volume as a result of the S-Bahn crisis

## Public transport passenger volume

Passengers in millions



## Average number of working-day passengers in the public transport network by transport mode<sup>1)</sup>



Number of U-Bahn passengers per average working day

- 10,000
- 50,000
- 100,000
- 150,000

Number of S-Bahn passengers per average working day

- 10,000
- 50,000
- 100,000
- 150,000

Number of tram passengers per average working day

- 10,000
- 50,000
- 100,000
- 150,000

Number of bus passengers per average working day

- 10,000
- 20,000
- 100,000
- 150,000

<sup>1)</sup> Based on traffic survey from 2013

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Lines in the public transport daytime network (2015)<sup>1)</sup>

	Number
<b>Regional railway lines</b>	<b>18</b>
<b>S-Bahn lines</b>	<b>15</b>
<b>U-Bahn lines</b>	<b>10</b>
<b>Tram lines, total</b>	<b>22</b>
MetroTram lines	9
<b>Omnibus lines, total</b>	<b>151</b>
MetroBus lines	17
Express bus lines	13

<sup>1)</sup> As at: 31.12.2015; Public transport daytime network operates from about 4.30 a.m. to about 1 a.m.

Source: VBB operator's report, figures BVG Berliner Verkehrsbetriebe AG and S-Bahn Berlin GmbH; Reports to the main committee 2012–2015

## Public transport performance

	2010	2011	2012	2013	2014	2015
<b>Kilometres travelled (in millions)<sup>2)</sup><sup>3)</sup></b>						
U-Bahn	20.6	20.9	21.1	21.0	21.2	21.5
Tram	19.1	19.2	19.3	19.1	19.3	19.7
Omnibus	87.2	87.8	88.2	87.8	88.6	89.3
<b>Train kilometres (in millions)<sup>4)</sup></b>						
S-Bahn (excluding Brandenburg)	29.0	29.0	29.0	28.7	28.2	27.5
DB Regio (excluding Brandenburg)	5.2	4.4	4.8	4.9		
ODEG (excluding Brandenburg)	0.7	1.7	1.7	1.1		
PEG (excluding Brandenburg)	0.1	0.0	0.0	0.0		
NEB (excluding Brandenburg)	0.3	0.3	0.3	0.5		
EGP (excluding Brandenburg)	0.0	0.0	0.0	0.0		
HANS (excluding Brandenburg)	0.0	0.0	0.0	0.0		

<sup>2)</sup> Only passenger transportation journeys as defined by transportation contracts

<sup>3)</sup> U-Bahn and tram transport kilometres, omnibus transport kilometres

<sup>4)</sup> Planned annual transport performance

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin; BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH

## Public transport vehicle stock

	1998	2000	2002	2004	2006	2008	2010	2012	2014	2015
<b>S-Bahn stock of two-carriage trains (“quarter-trains”)</b>	<b>777</b>	<b>733</b>	<b>766</b>	<b>759</b>	<b>690</b>	<b>632</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>650</b>
<b>U-Bahn train carriages, total</b>	<b>1,448</b>	<b>1,379</b>	<b>1,391</b>	<b>1,372</b>	<b>1,274</b>	<b>1,268</b>	<b>1,243</b>	<b>1,242</b>	<b>1,238</b>	<b>1,244</b>
Wide profile	890	866	868	854	772	766	767	766	766	766
Small profile	558	513	523	518	502	502	476	476	472	478
<b>Tram carriages, total</b>	<b>557</b>	<b>572</b>	<b>599</b>	<b>602</b>	<b>574</b>	<b>540</b>	<b>391<sup>5)</sup></b>	<b>378<sup>5)</sup></b>	<b>353<sup>5)</sup></b>	<b>350<sup>5)</sup></b>
Tatra multiple units	388	388	388	387	366	333	237 <sup>5)</sup>	189 <sup>5)</sup>	119 <sup>5)</sup>	91 <sup>5)</sup>
Carriages	64	64	64	64	57	56	0 <sup>5)</sup>	0 <sup>5)</sup>	0 <sup>5)</sup>	0 <sup>5)</sup>
Low-floor articulated multiple units	105	120	147	150	150	150	150	150	150	150
Special vehicles					1	1				
Flexity							1	4	39	84
<b>Omnibuses, total</b>	<b>1,485</b>	<b>1,369</b>	<b>1,554</b>	<b>1,388</b>	<b>1,310</b>	<b>1,298</b>	<b>1,323</b>	<b>1,316</b>	<b>1,321</b>	<b>1,392</b>
Double-decker	646	464	381	387	388	360	413	415	415	416
Single-decker	487	495	644	466	517	387	400	416	394	435
Articulated buses	257	300	402	426	311	477	443	468	497	528
Special vehicles and bus pool	95	110	127	109	94	74	67	17 <sup>6)</sup>	15 <sup>6)</sup>	13 <sup>6)</sup>

<sup>5)</sup> Excluding vehicles not in service

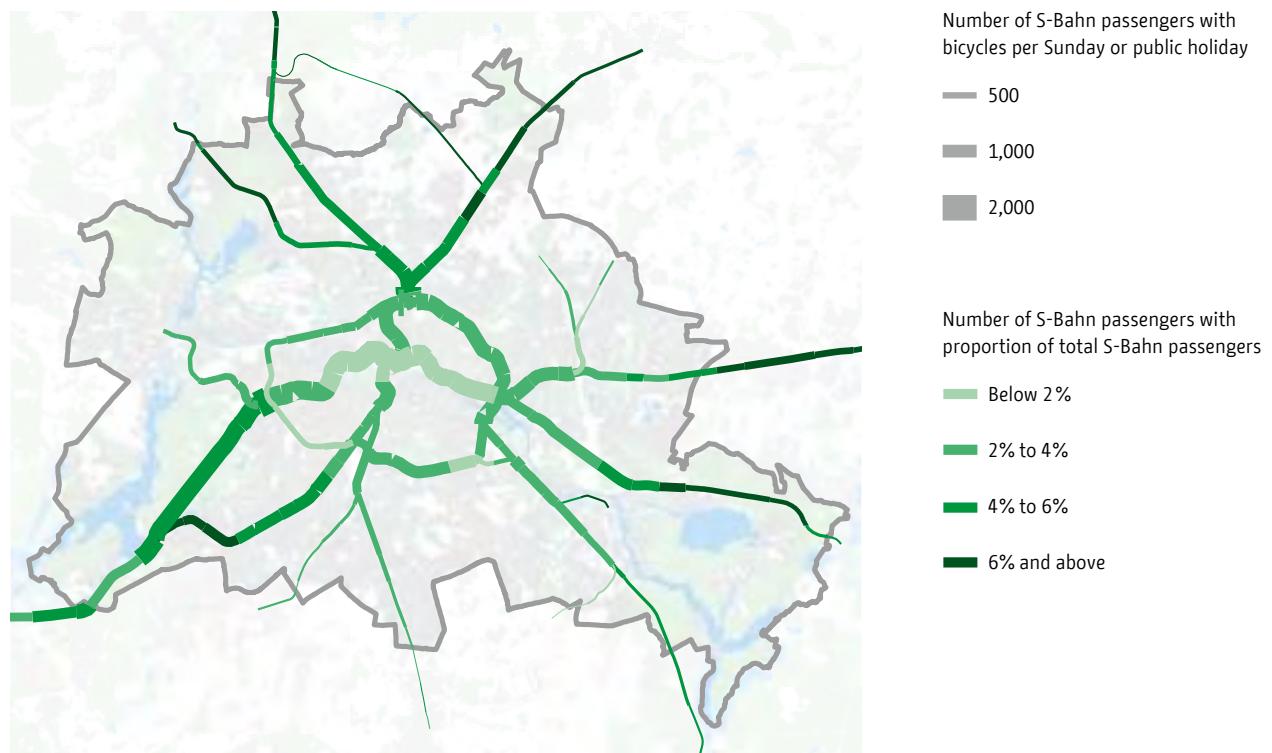
<sup>6)</sup> Excluding bus pool

Source: BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH

## Cyclists using S-Bahn on workdays<sup>1)</sup> (2012)



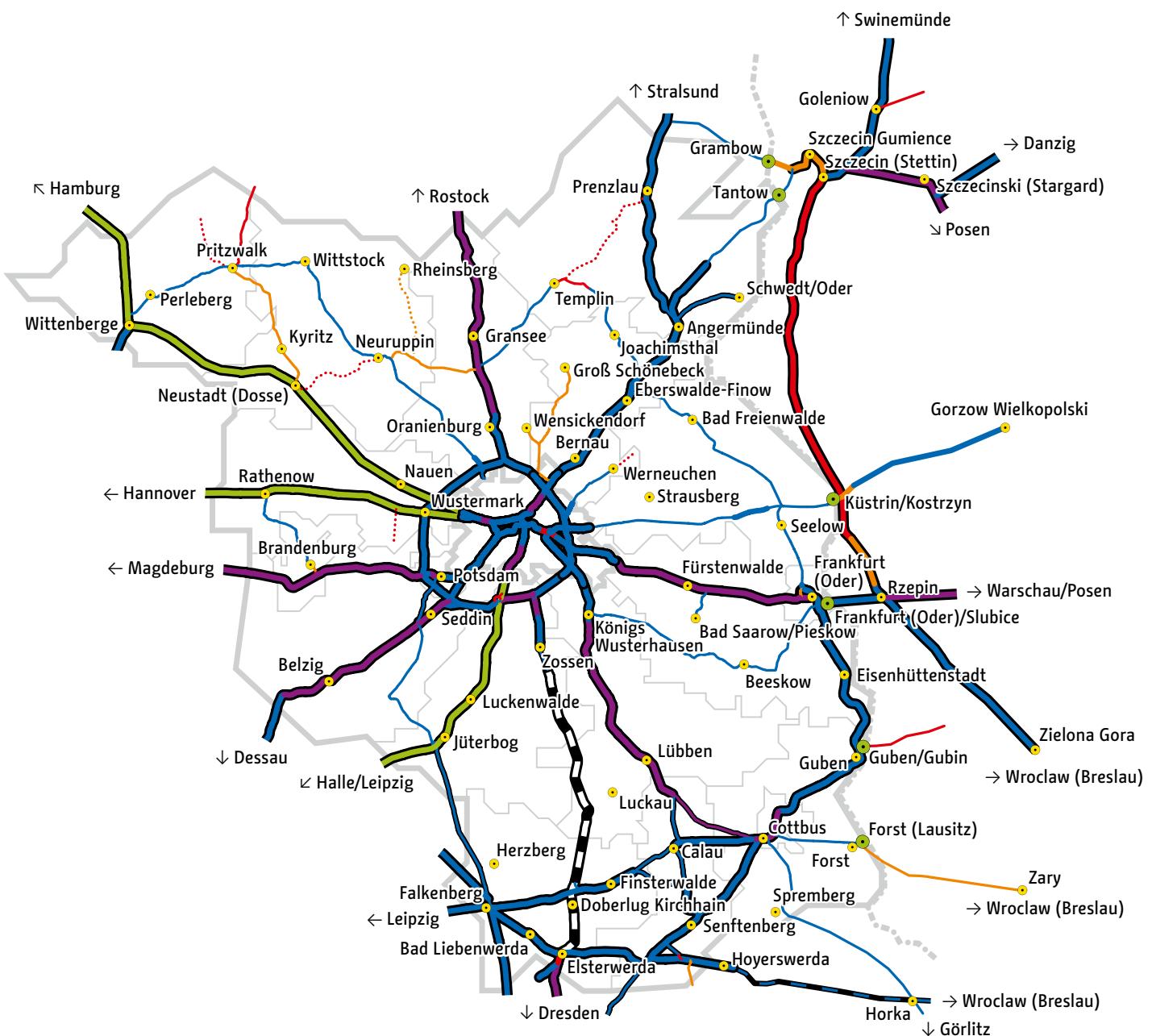
## Cyclists using S-Bahn on Sundays and public holidays (2012)



<sup>1)</sup> Monday to Thursday

Source: Center Nahverkehr Berlin (CNB); S-Bahn Berlin GmbH

## Rail network expansion for regional and long-distance services in the Berlin-Brandenburg region (including German/Polish border area)



Permissible maximum speed in km/h

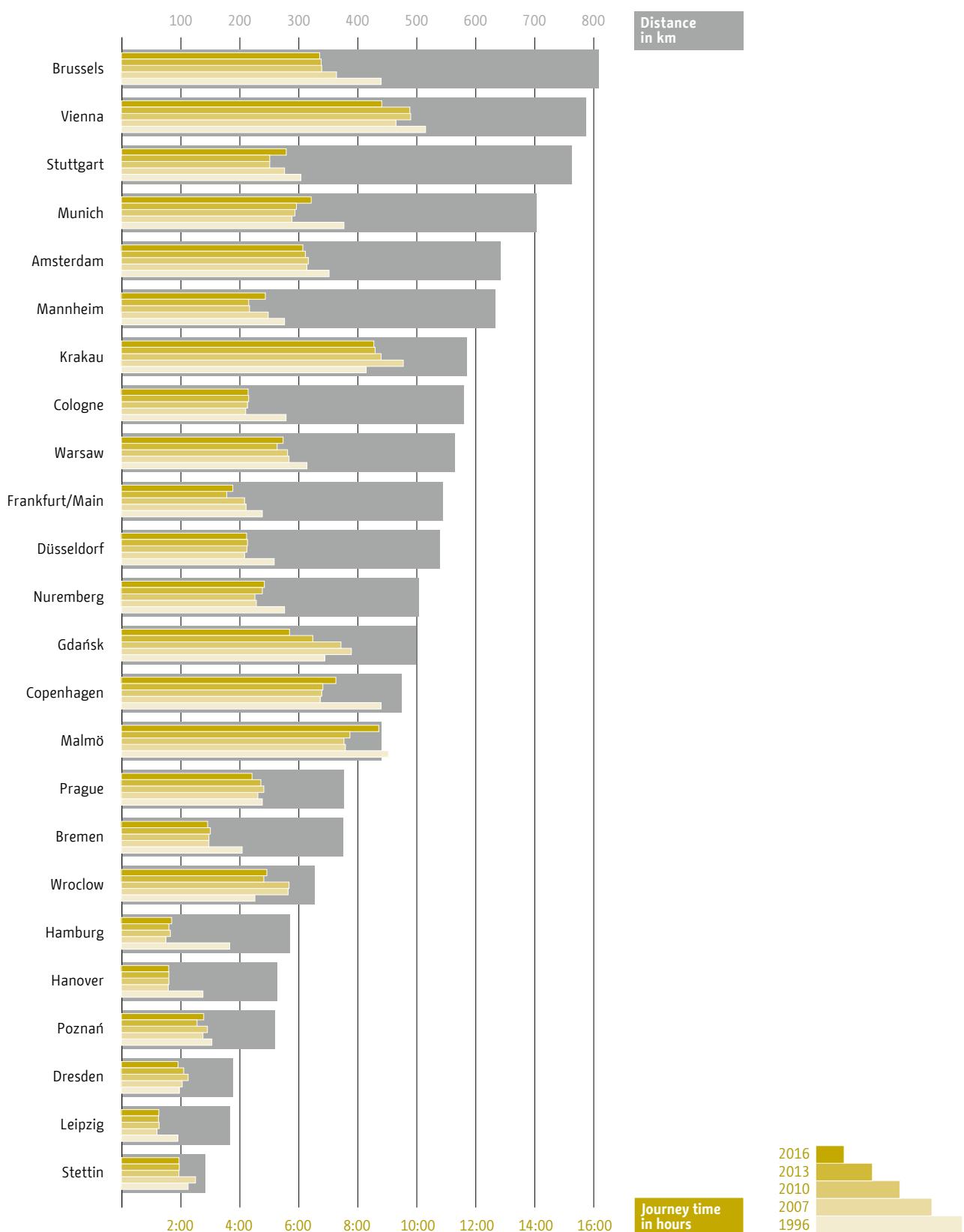
- 20 to 60  
70 to 80  
100 to 120  
140 to 160  
200 to 250

- Electrified and multiple-track
  - Electrified and single-track
  - Non-electrified and multiple-track
  - Non-electrified and single-track
  - ..... Seasonal operation (no regular operation)
  - Lines being expanded
  - Lines being expanded (closed)

- National boundary
  - Brandenburg state border
  - Rural district border
  - Border station
  - Selected towns

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Journey time in rail transport



## Passenger volume and flight movements

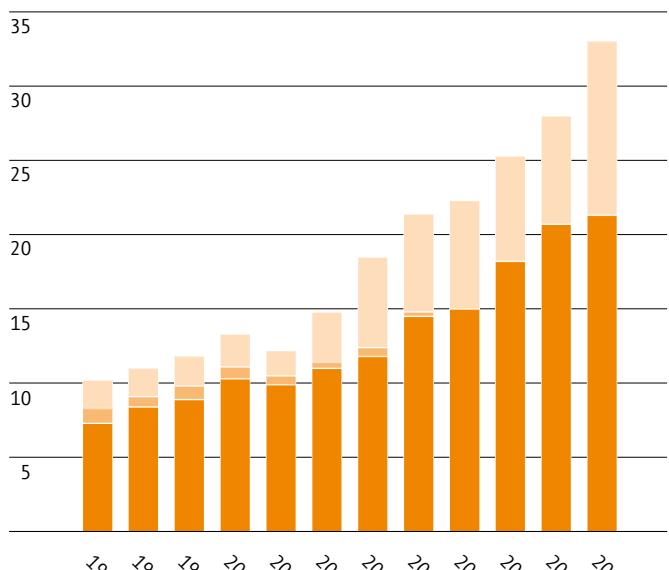
	1994	1996	1998	2000	2002	2004	2006	2008	2010	2012	2014	2016
<b>Passengers, total (in millions)</b>	<b>10.3</b>	<b>11.0</b>	<b>11.8</b>	<b>13.3</b>	<b>12.2</b>	<b>14.9</b>	<b>18.5</b>	<b>21.4</b>	<b>22.3</b>	<b>25.3</b>	<b>28.0</b>	<b>33.0</b>
Tegel	7.3	8.4	8.9	10.3	9.9	11.0	11.8	14.5	15.0	18.2	20.7	21.3
Tempelhof	1.0	0.7	0.9	0.8	0.6	0.4	0.6	0.3	1)	1)	1)	1)
Schönefeld	1.9	1.9	2.0	2.2	1.7	3.4	6.1	6.6	7.3	7.1	7.3	11.7
<b>Flight movements, total (in 1,000)</b>	<b>213.8</b>	<b>219.9</b>	<b>219.9</b>	<b>232.2</b>	<b>212.9</b>	<b>222.9</b>	<b>250.5</b>	<b>267.4</b>	<b>235.2</b>	<b>242.9</b>	<b>252.5</b>	<b>282.1</b>
Tegel	96.3	121.7	120.1	134.3	127.5	137.9	140.6	161.2	158.6	171.1	182.2	185.5
Tempelhof	63.4	49.1	55.0	49.8	48.0	36.4	42.2	37.4	1)	1)	1)	1)
Schönefeld	54.2	49.1	44.8	48.0	37.4	48.6	69.7	68.8	76.6	71.8	70.3	96.6

1) Closure of Tempelhof Airport on 31.10.2008

Source: Traffic report - Flughafen Berlin Brandenburg GmbH

## Passenger volume in air transport

Passengers in millions

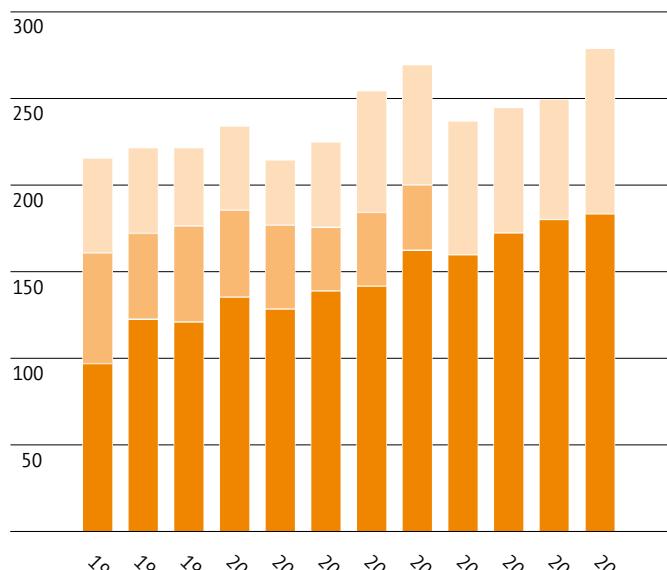


█ Schönefeld  
█ Tempelhof  
█ Tegel

1) Closure of Tempelhof Airport on 31.10.2008  
Source: Traffic report - Flughafen Berlin Brandenburg GmbH

## Flight movements

Flight movements (in 1,000)



█ Schönefeld  
█ Tempelhof  
█ Tegel

1) Closure of Tempelhof Airport on 31.10.2008  
Source: Traffic report - Flughafen Berlin Brandenburg GmbH

## Road vehicle traffic



The Berlin road network has a total length of approximately 5,400 km (3,355 miles). New road construction in recent years has gone hand in hand with the expansion of parking provision and the imposition of a 30 km/h (19 mph) speed limit on selected main traffic routes.

The demand for parking spaces is significantly higher than the supply in many districts of Berlin, creating traffic looking for somewhere to park. This is where the parking provision comes into play. Currently, there are around 100,000 parking spaces across 45 parking zones within Berlin's public road area.



There are over 160 km (100 miles) of main traffic routes (in all directions) in Berlin that are subject to a night-time limit of 30 km/h as a noise protection measure. Additionally, there are over 370 km (230 miles) of traffic routes that are also subject to the 30 km/h limit during the day, mainly for safety reasons. This means that 17 percent of Berlin's main road network is subject to a speed limit of 30 km/h for at least part of the time.

Car sharing has become a fixture on the streets in Berlin's central areas. Vehicles belonging to flexible, non-binding schemes and with a fixed pick-up point make up around 80 percent of the entire fleet.

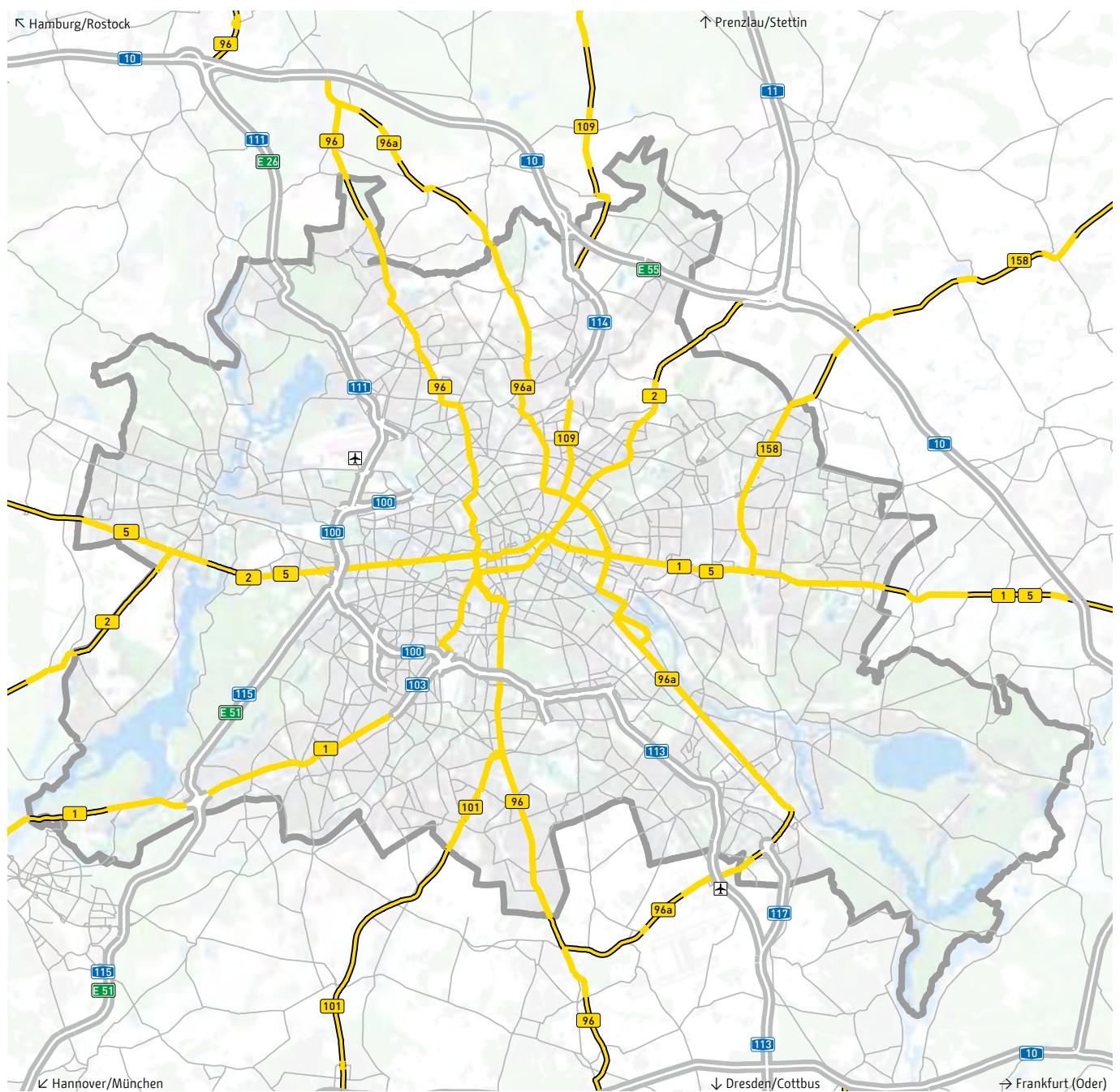
Further information on motor vehicle traffic in Berlin can be obtained

concerning traffic planning for road and vehicle traffic at  
[www.berlin.de/senuvk/verkehr/politik\\_planung/strassen\\_kfz](http://www.berlin.de/senuvk/verkehr/politik_planung/strassen_kfz)

concerning the current traffic situation at  
[www.vmz-info.de](http://www.vmz-info.de)

concerning parking management at  
[http://www.berlin.de/senuvk/verkehr/politik\\_planung/strassen\\_kfz/parkraum/](http://www.berlin.de/senuvk/verkehr/politik_planung/strassen_kfz/parkraum/)

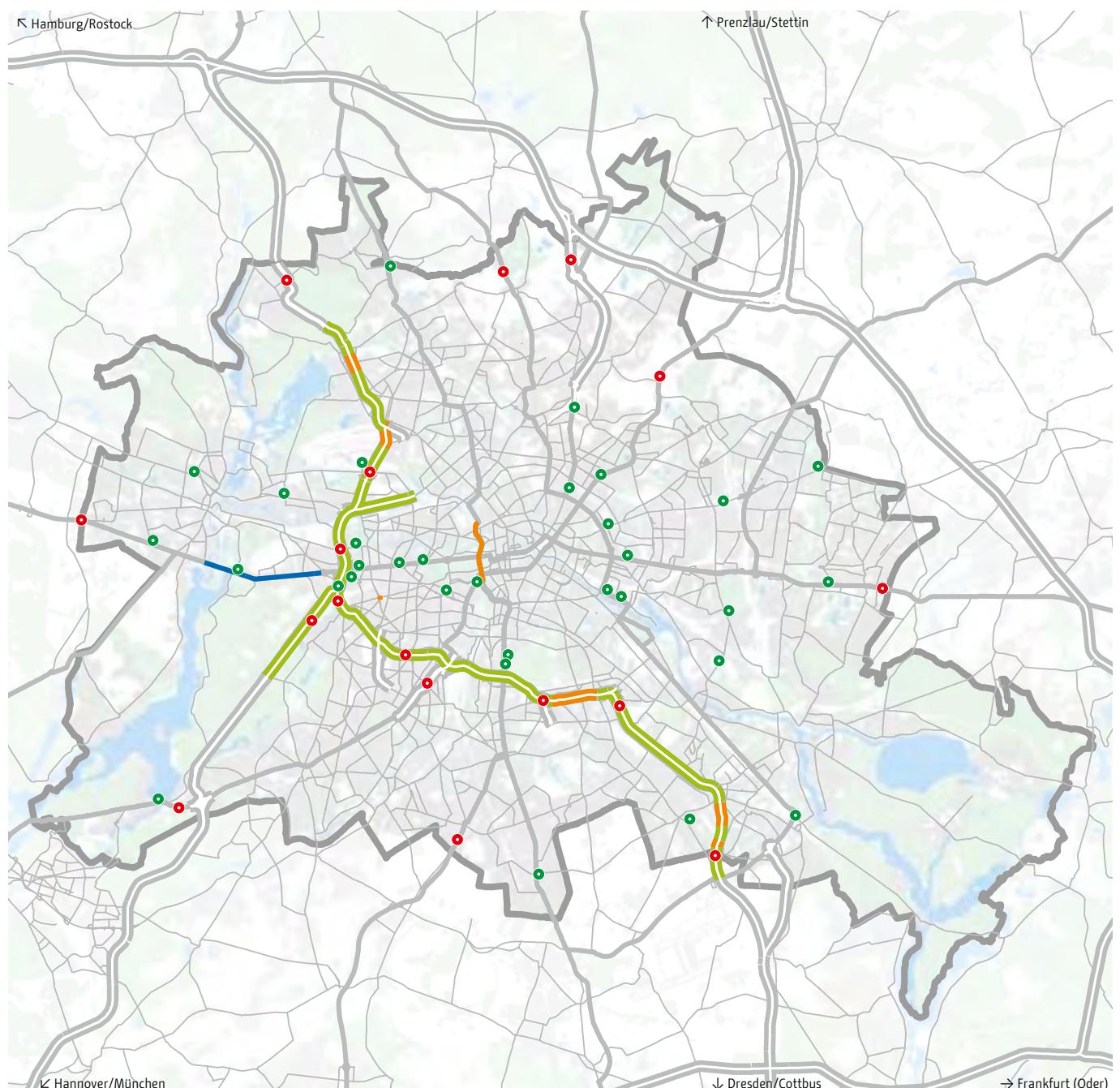
## **Motorway and major road network (2016)**



- Federal motorway
  - Federal road – through road
  - Federal road – open country
  - Remaining major road network

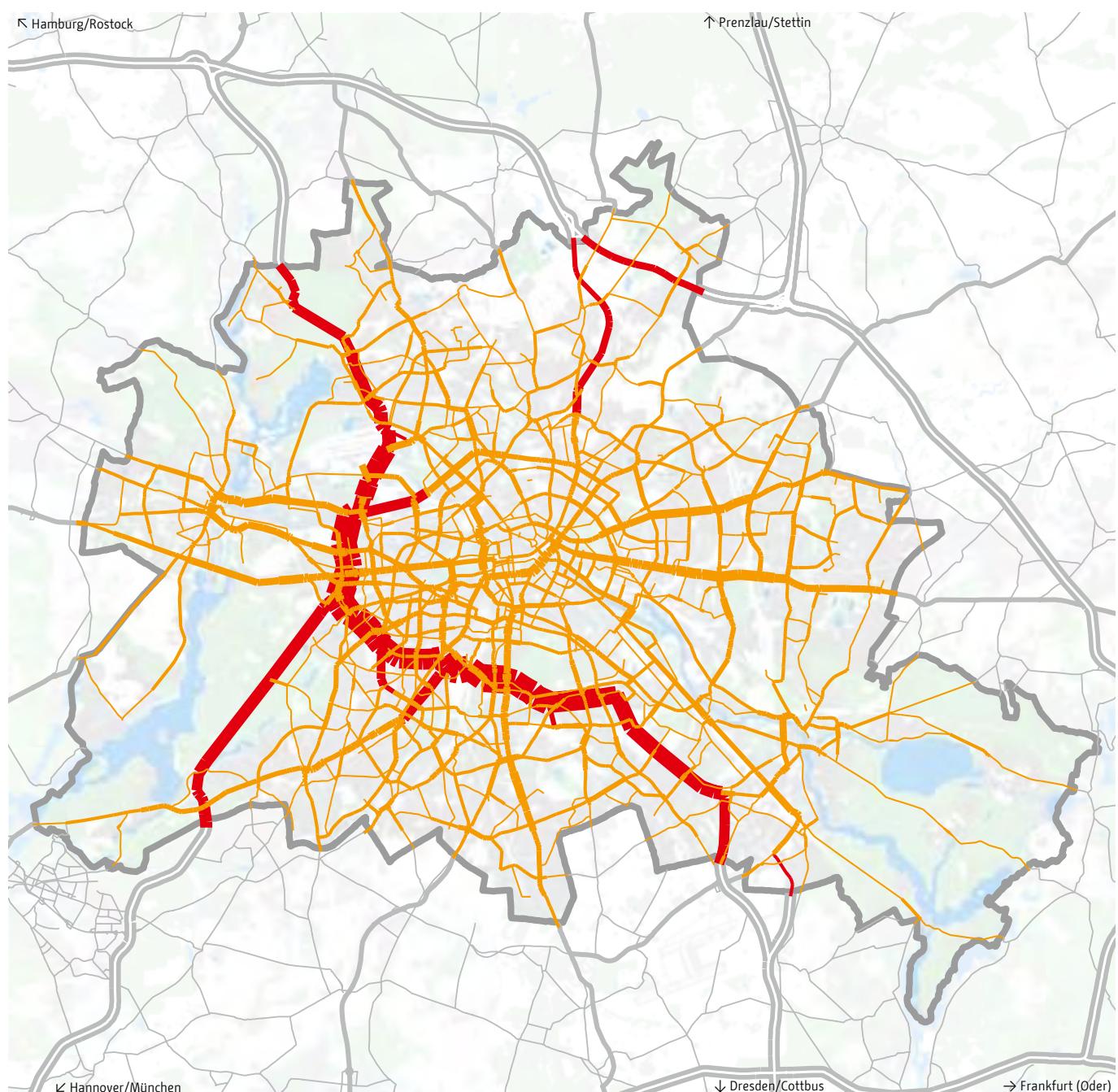
Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Traffic control facilities (2016)



- Permanent counting points (in operation)
- Route and intersection management
- Tunnel
- Road lane signalling
- Information sign

## Average working-day traffic volume on the motorway and major road network (2014)<sup>1)</sup>



Number of motor vehicles on motorways per working day

- 25,000
- 50,000
- 75,000
- 100,000

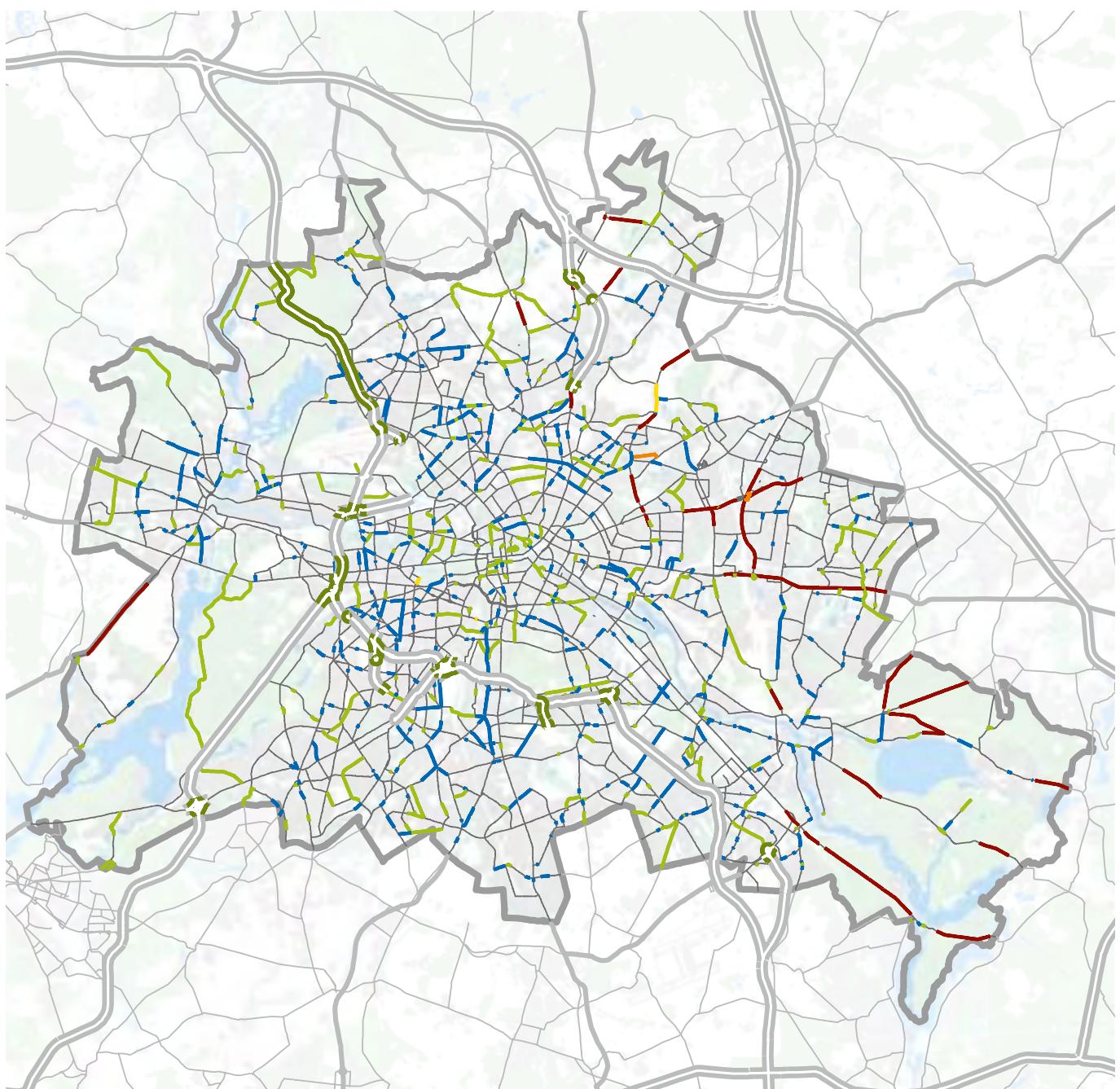
Number of motor vehicles on major roads per working day

- 25,000
- 50,000
- 75,000
- 100,000

<sup>1)</sup> A city-wide map is created every five years.

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

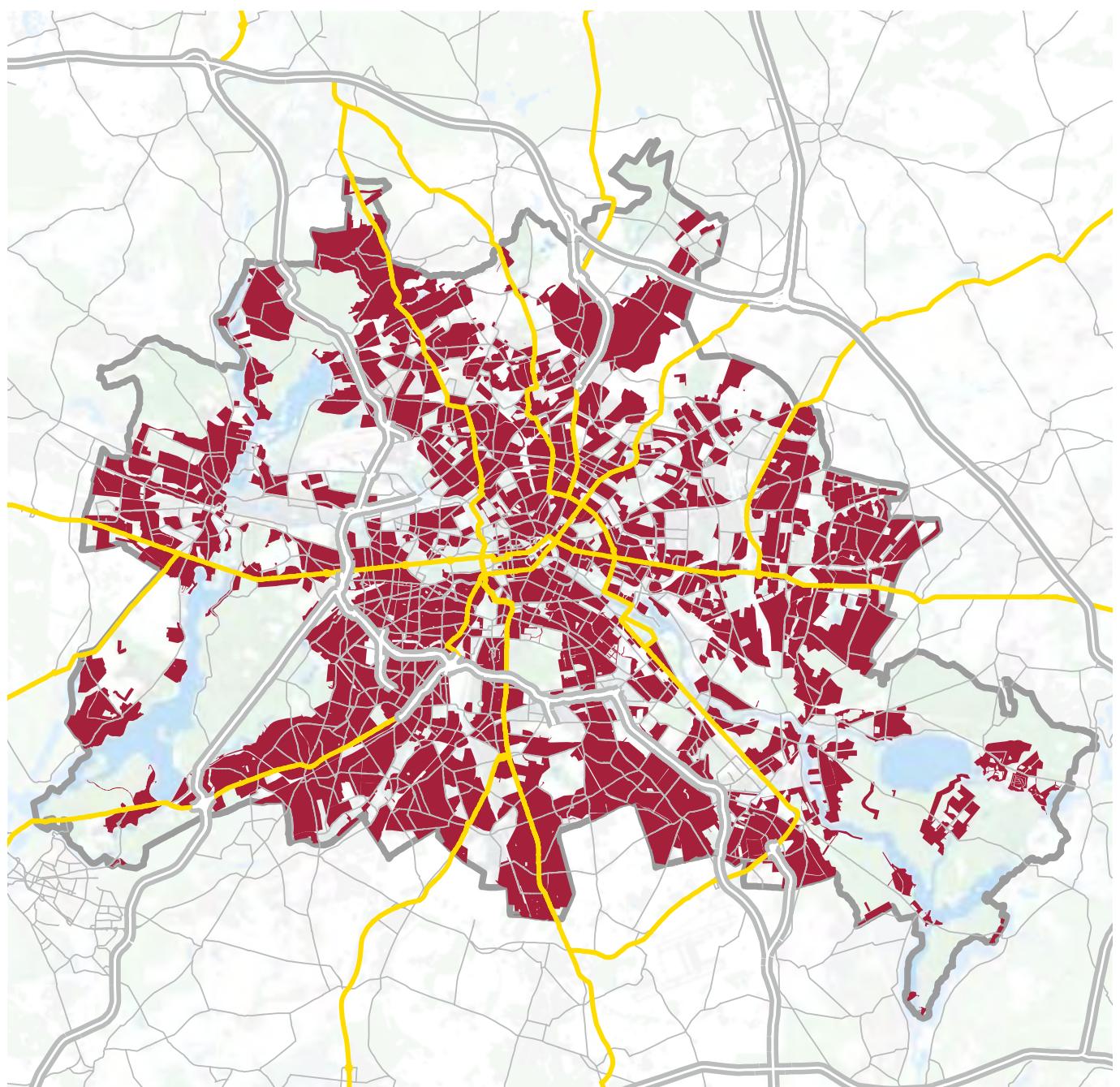
## Permissible maximum speeds on the motorway and major road network (2015)



- Speed limit above 50 km/h
- Speed limit 40 km/h
- Speed limit 30 km/h, 24-hour
- Speed limit 30 km/h, temporary
- Speed limit under 30 km/h
- Speed limit 50 km/h
- Speed limit 80 km/h and higher on motorways
- Speed limit lower than 80 km/h on motorways

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

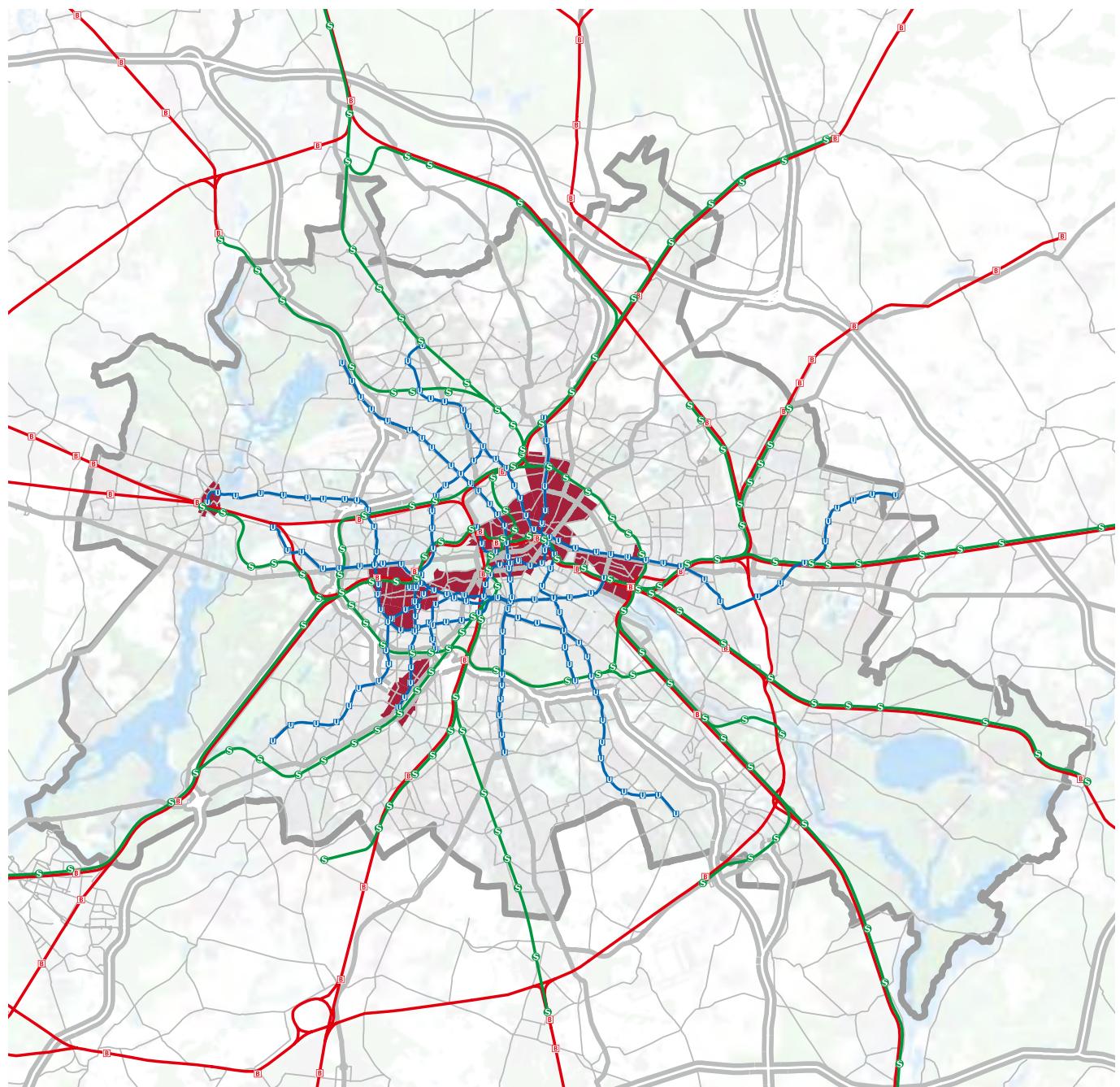
## 30 km/h speed limit zones (2016)



- 30 km/h speed limit zones
- Federal motorway
- Federal road
- Remaining major road network

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Parking management (2017)



- U— U-Bahn
- S— S-Bahn
- R— Regional railway
- Parking zones

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin; LK Argus GmbH

## Parking management by district (2017)

District	Parking zone	Managed parking spaces on public roads	Total area of parking zones in ha	Total area of the district in ha	Share of managed parking zones in total district area
Charlottenburg-Wilmersdorf	4–9, 16, 17, 19	20,500 <sup>1)</sup>	490	6,470	8%
Friedrichshain-Kreuzberg	18, 30, 40, 49, 50, 51	11,300	390	2,020	20%
Mitte	1–3, 14, 15, 20–22, 29, 34, 35, 38, 41	26,500	1,110	3,950	28%
Pankow	41–45	25,000	630	10,310	6%
Spandau	10–13	1,900 <sup>2)</sup>	95	9,190	1%
Steglitz-Zehlendorf	23–25	7,400	185	10,250	2%
Tempelhof-Schöneberg	9, 17, 26–28	7,200 <sup>3)</sup>	160	5,310	3%
<b>Total</b>		<b>99,800</b>	<b>3,060</b>	<b>47,500</b>	<b>6%</b>

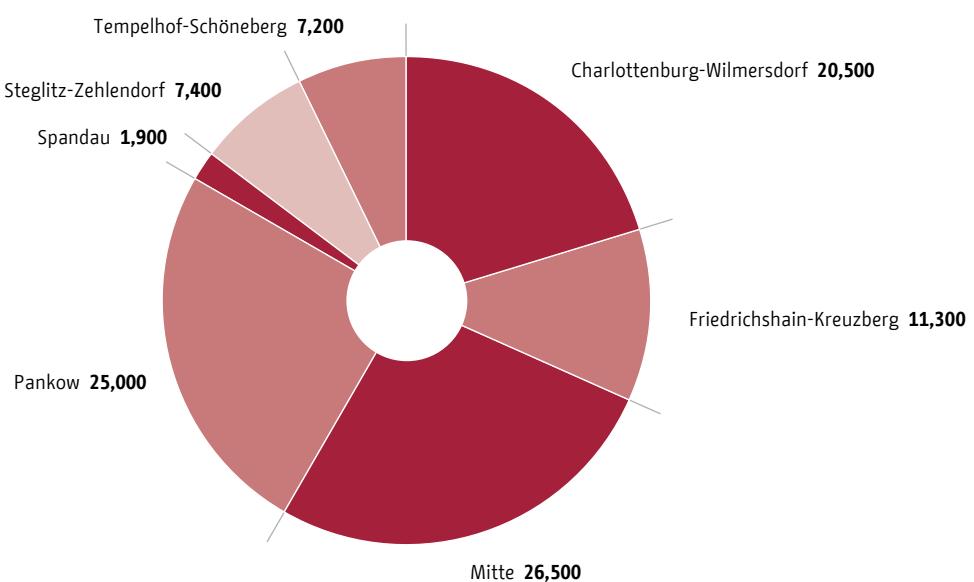
<sup>1)</sup> Last updated: 2013. There are currently no survey results on the number of parking spaces available.

<sup>2)</sup> There are 205 parking spaces managed outside the parking zones.

<sup>3)</sup> Last updated: 2013

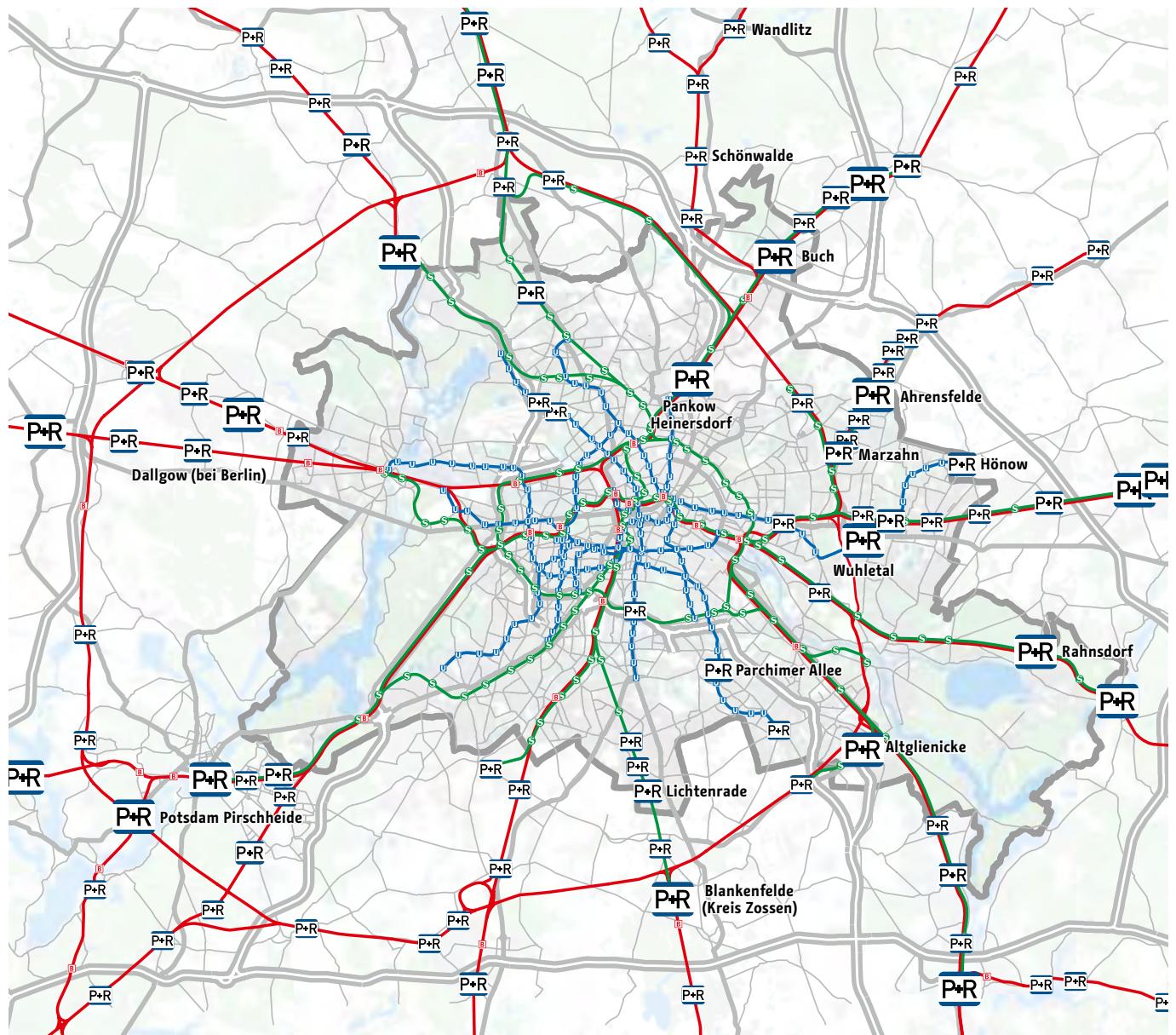
Source: District local authorities; LK Argus GmbH

## Managed parking spaces on public roads (2017)



Source: District local authorities; LK Argus GmbH

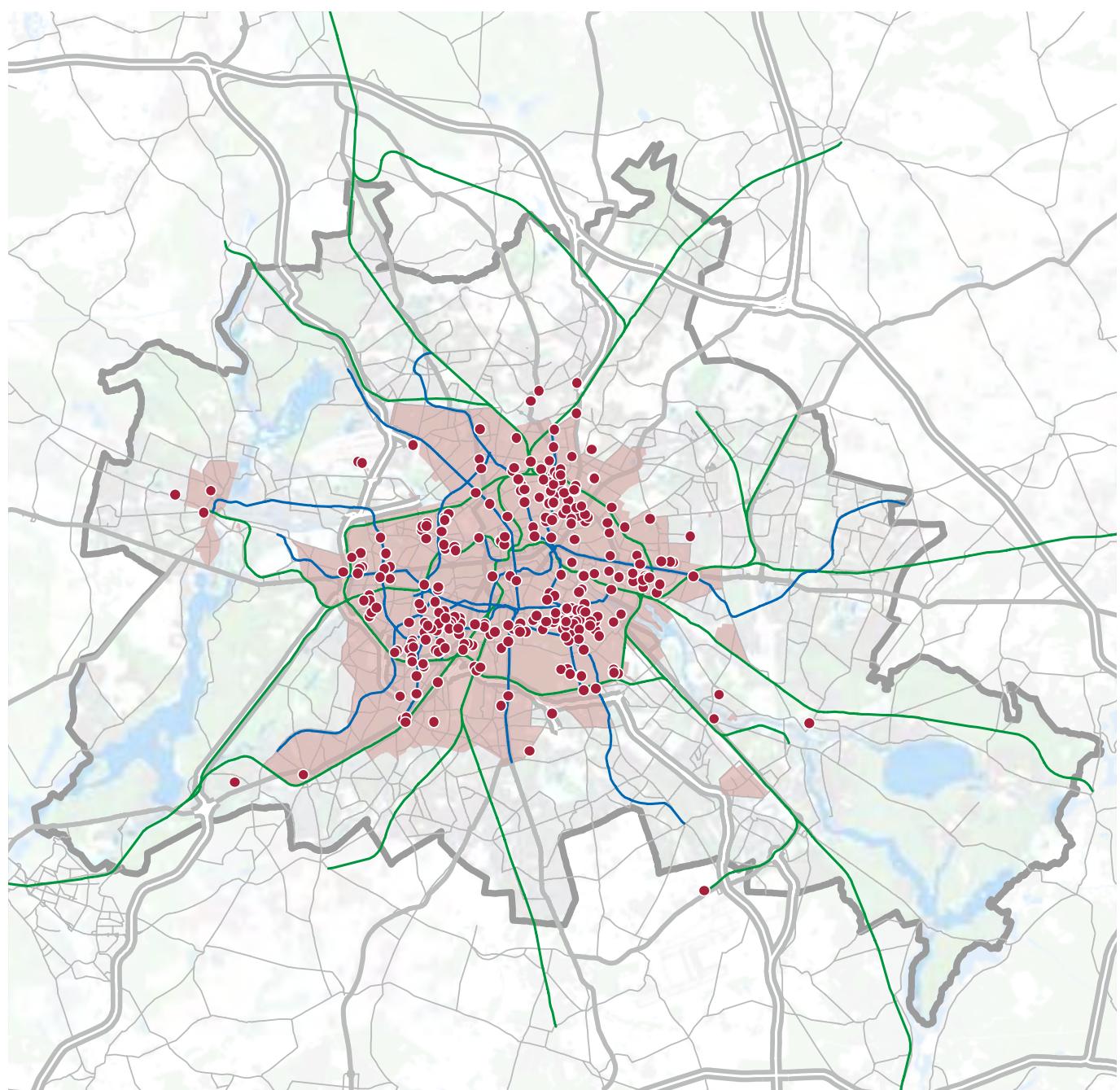
## Park and Ride facilities (2016)



### Park and Ride facilities

	< 100		100 to < 200		≥ 200
			U-Bahn		S-Bahn
			Regional railway		

## Car sharing pick-up points (2017)



- Fixed pick-up point providers  
(Flinkster, Greenwheels, Stadtmobil, Cambio, Ubeeqo)

- Free-floating providers:  
DriveNow, car2go, emmy (e-scooter), coup (e-scooter)

— U-Bahn

— S-Bahn

Source: Providers' websites; LK Argus GmbH

## Car sharing in Berlin (2016)<sup>1)</sup>

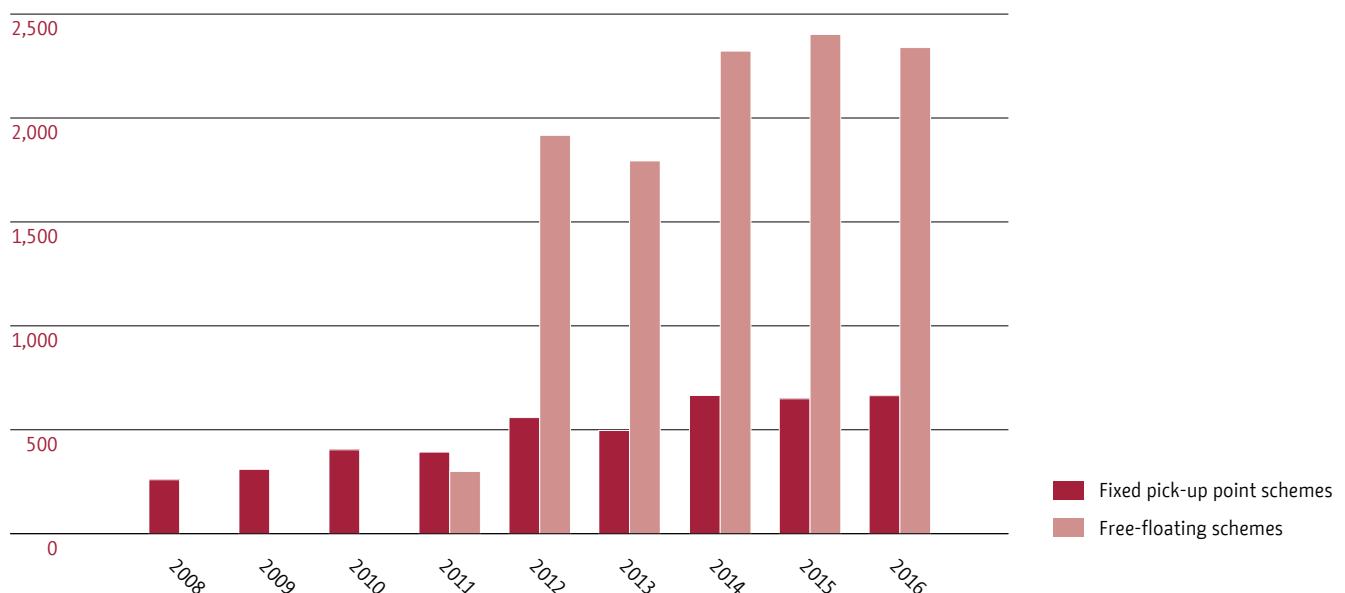
	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fixed pick-up point schemes	260	310	404	393	559	496	664	648	663
Free-floating schemes	0	0	0	300	1,916	1,799	2,317	2,397	2,334
<b>Gesamt</b>	<b>260</b>	<b>310</b>	<b>404</b>	<b>693</b>	<b>2,475</b>	<b>2,295</b>	<b>2,981</b>	<b>3,045</b>	<b>2,997</b>

<sup>1)</sup> Number of car sharing vehicles

Source: Bundesverband CarSharing e.V. (bcs)

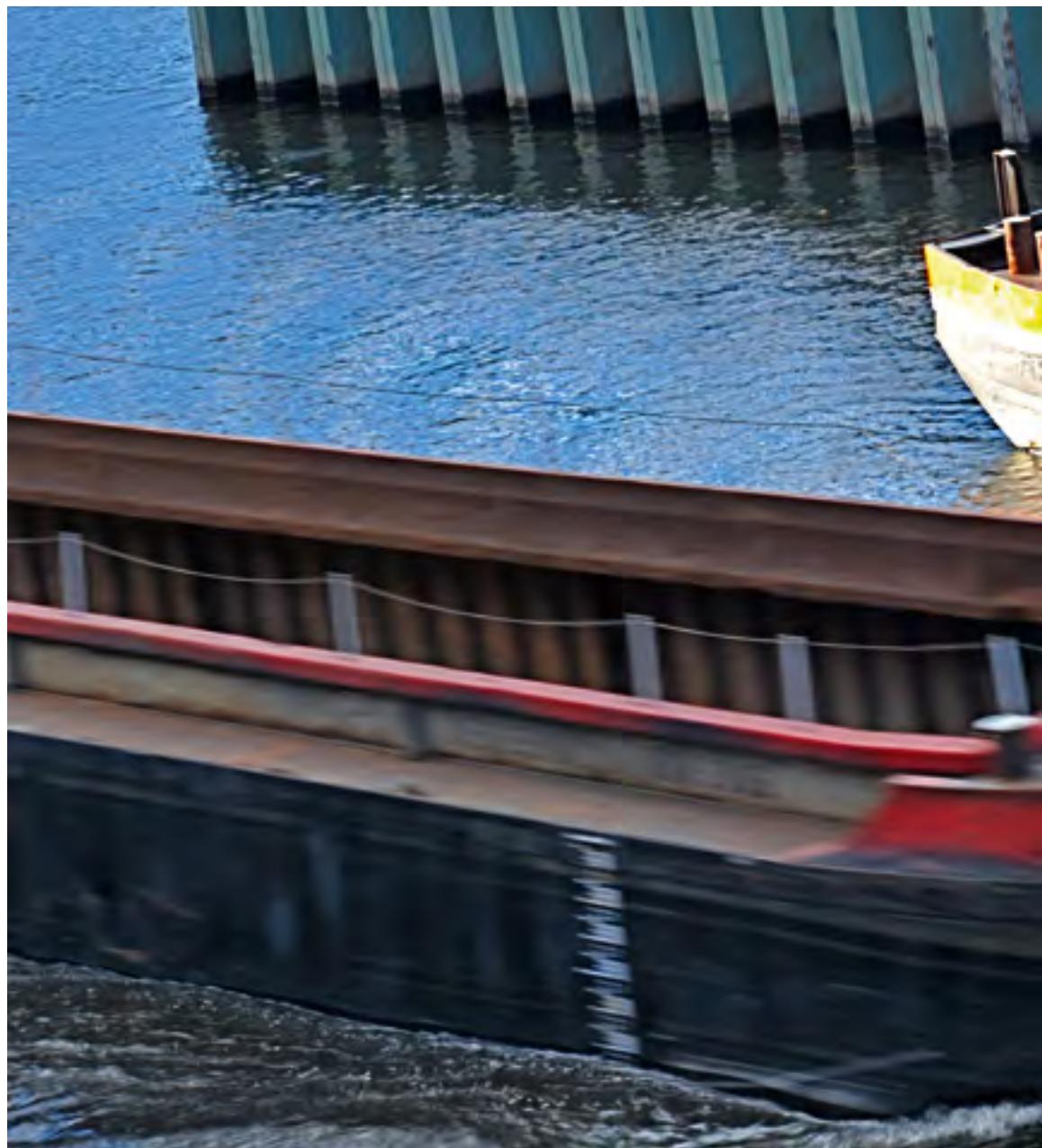
## Car sharing by vehicle type (2016)

### Vehicles

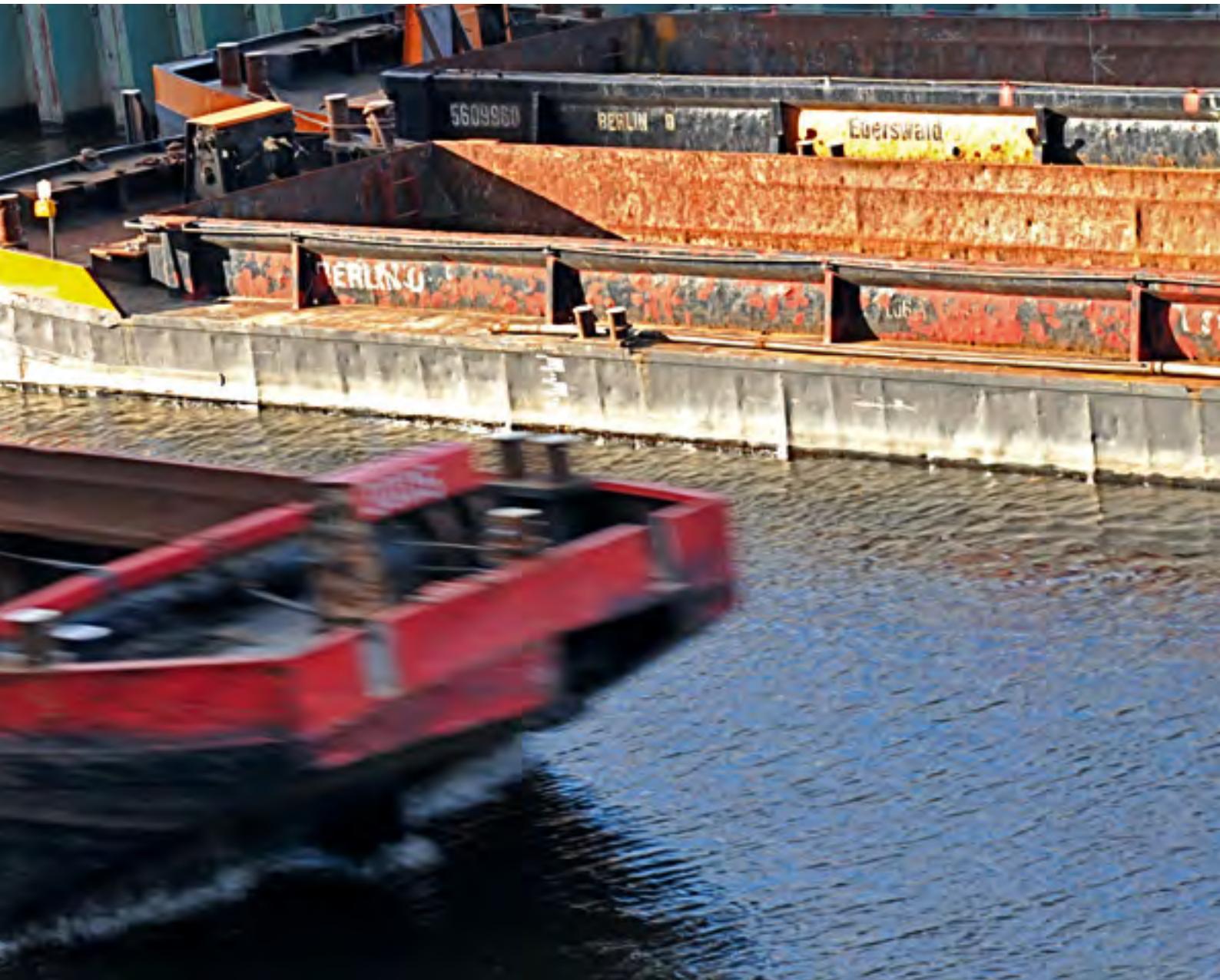


Source: Bundesverband CarSharing e.V. (bcs)

# Freight transport



Freight transport is indispensable for the supply of goods to Berlin and for waste disposal. At the same time, freight transport is responsible for a large proportion of noise and air pollution, and forces substantial expenditure on infrastructure maintenance. Promotion of freight transport by rail and inland waterways, alongside environmentally friendly management of HGV traffic, are therefore high priorities. Freight transport volume in Berlin increased from 30.1 million metric tonnes in 2009 to 33.1 million metric tonnes in 2013. Most freight was transported by road, however there was a decline. The proportion of



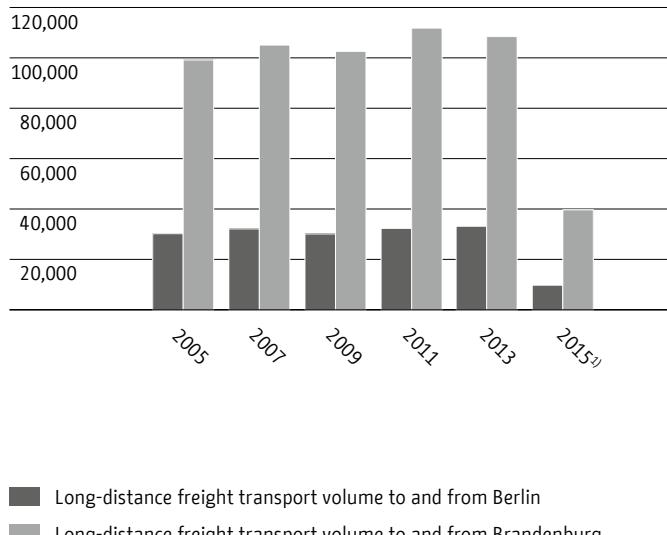
the overall freight transport volume transported by road decreased from 75 percent in 2009 to 69 percent in 2013, while freight transported by rail increased from 14 percent to 20 percent and freight transported by boat remained stable at 11 percent across the same time period.

The air freight sector is also showing growth: In 2009, 0.029 million metric tonnes of freight were transported by air, while 0.043 million metric tonnes were transported by air in 2015 – a rise of almost 50 percent.

Further information on Berlin's commercial freight and port concepts can be obtained at  
[www.berlin.de/senuvk/verkehr/politik\\_planung/gueter](http://www.berlin.de/senuvk/verkehr/politik_planung/gueter)  
[www.behala.de](http://www.behala.de)

## Long-distance freight transport to and from Berlin and Brandenburg

Long-distance freight transport in 1,000 t/year



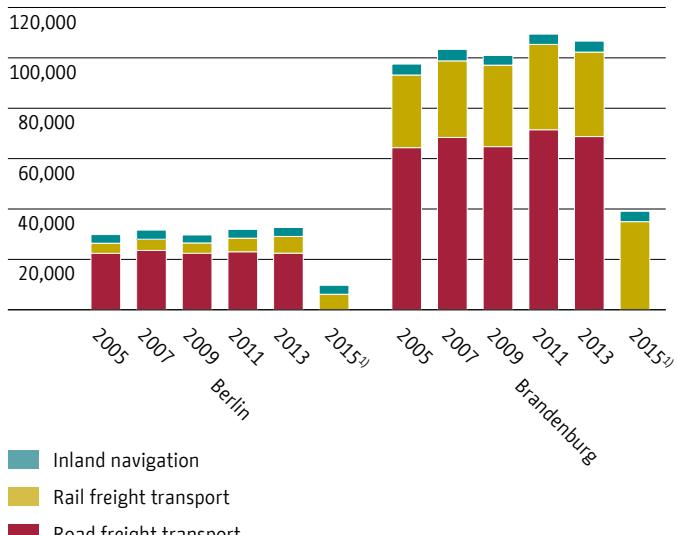
■ Long-distance freight transport volume to and from Berlin  
 ■ Long-distance freight transport volume to and from Brandenburg

<sup>1)</sup> excluding road freight transport

Source: Federal Statistics Office; Federal Motor Transport Authority (KBA); Federal Freight Transport Authority (BAG); Joint Statistics Office of the States of Berlin and Brandenburg

## Share of transport modes in long-distance freight transport to and from Berlin and Brandenburg

Share of transport modes in long-distance freight transport in 1,000 t



■ Inland navigation  
 ■ Rail freight transport  
 ■ Road freight transport

<sup>1)</sup> excluding road freight transport

Source: Federal Statistics Office; Federal Motor Transport Authority (KBA); Federal Freight Transport Authority (BAG); Joint Statistics Office of the States of Berlin and Brandenburg

## Incoming and outgoing goods handled by the BEHALA logistics company by transport mode

	2003	2005	2007	2009	2011	2013	2015
<b>Incoming and outgoing goods, total (in 1,000 t)</b>	<b>4,087</b>	<b>3,927</b>	<b>3,874</b>	<b>3,129</b>	<b>3,820</b>	<b>4,098</b>	<b>4,016</b>
Road	2,620	2,323	2,247	1,850	2,141	2,249	2,237
Rail	700	824	892	886	1,187	1,131	1,237
Inland navigation	767	780	735	393	492	621	542

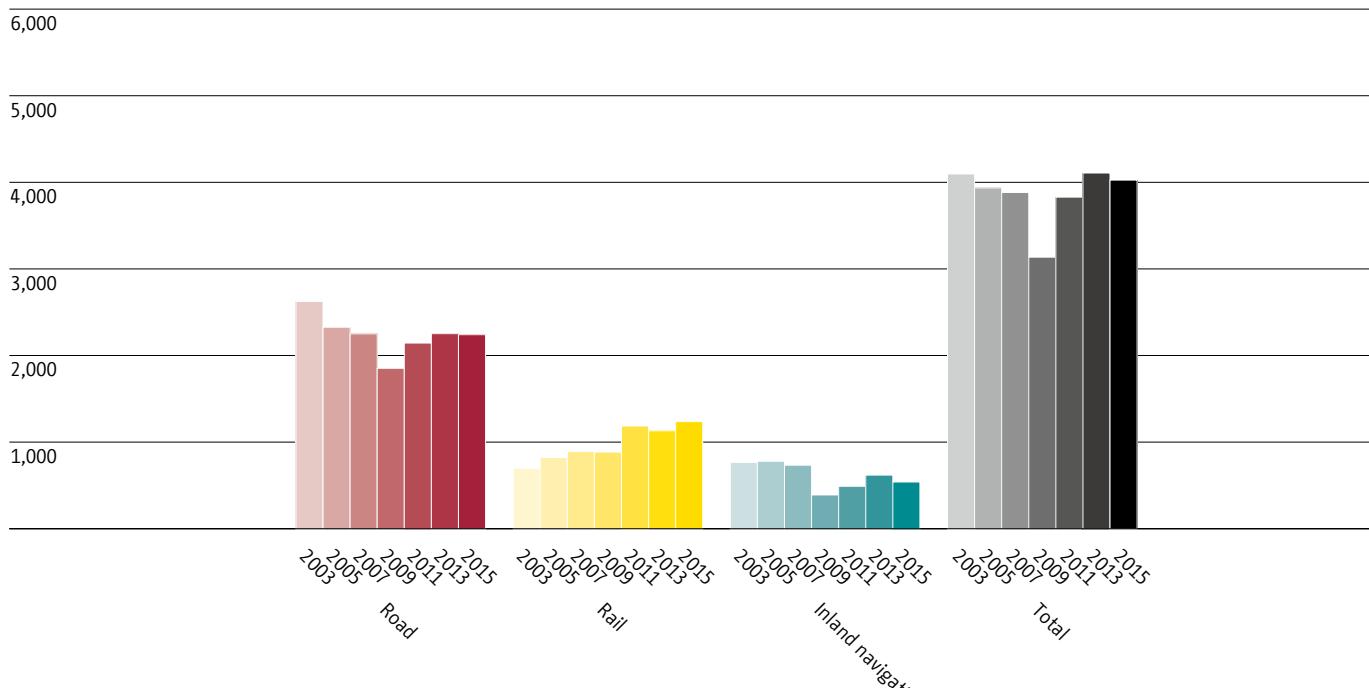
## Incoming and outgoing goods handled by the BEHALA logistics company by location

	2003	2005	2007	2009	2011	2013	2015
<b>Incoming and outgoing goods, total (in 1,000 t)</b>	<b>4,087</b>	<b>3,927</b>	<b>3,874</b>	<b>3,129</b>	<b>3,820</b>	<b>4,098</b>	<b>4,016</b>
Ladestraße	965	909	981	810	910	813	833
Neukölln	45	114	283	71	72	67	69
Osthafen	494	352	4	0	0	0	0
Spandau	786	685	421	432	522	534	437
Westhafen	1,797	1,867	2,185	1,816	2,316	2,684	2,677

Source: BEHALA – Berliner Hafen- und Lagerhausgesellschaft mbH

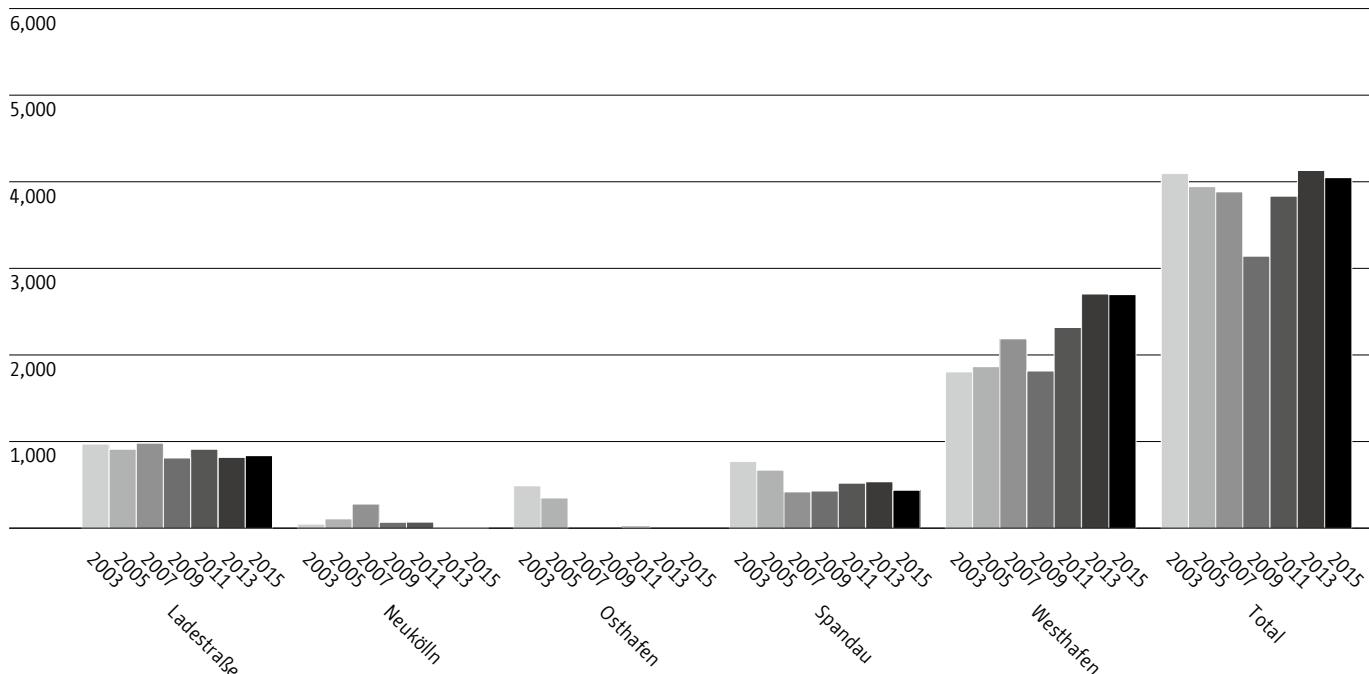
## Incoming and outgoing goods handled by the BEHALA logistics company by transport mode

Goods in 1,000 t/year



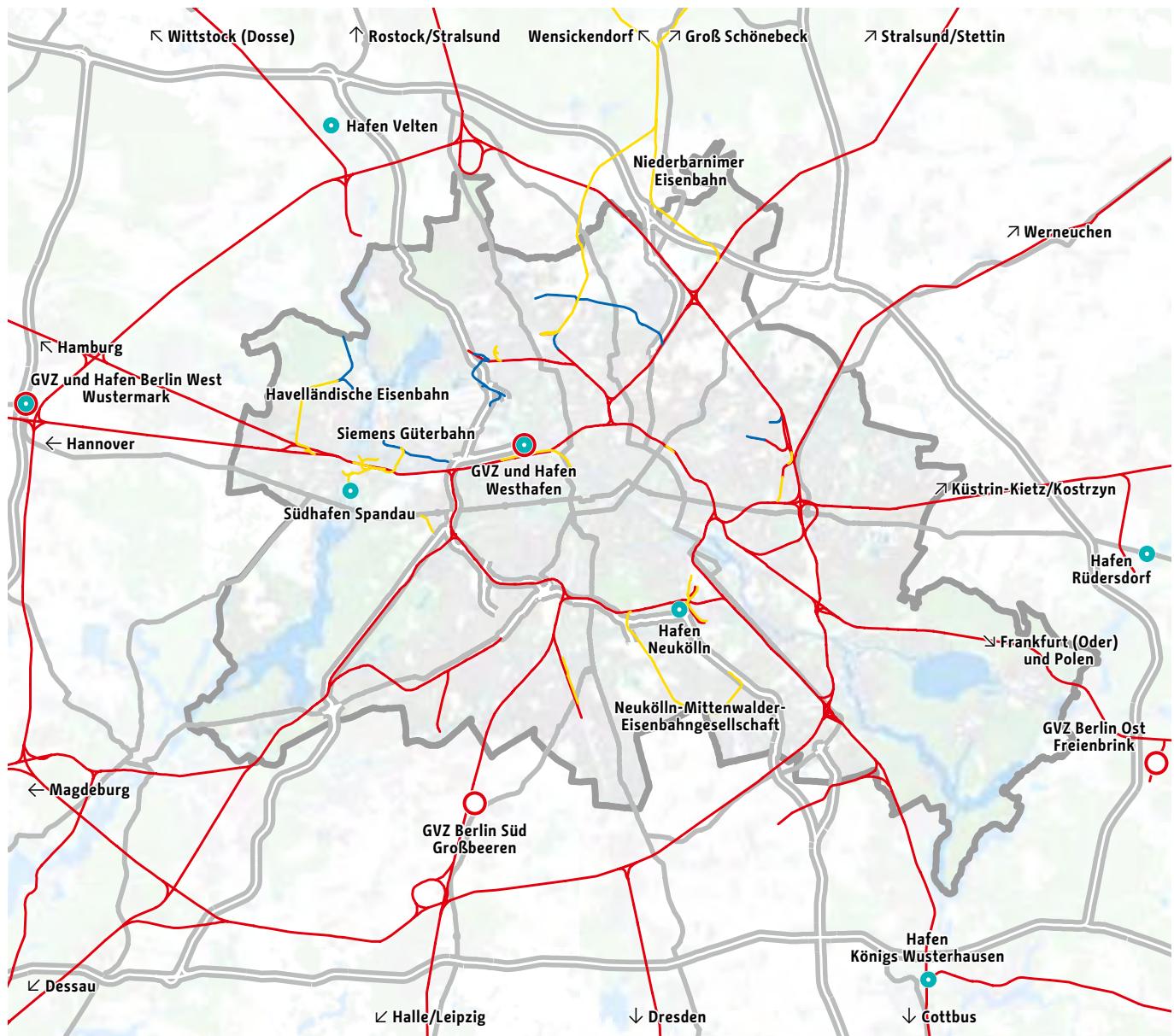
## Incoming and outgoing goods handled by the BEHALA logistics company by location

Goods in 1,000 t/year



Source: BEHALA – Berliner Hafen- und Lagerhausgesellschaft mbH

## Rail infrastructure for freight transport (2016)

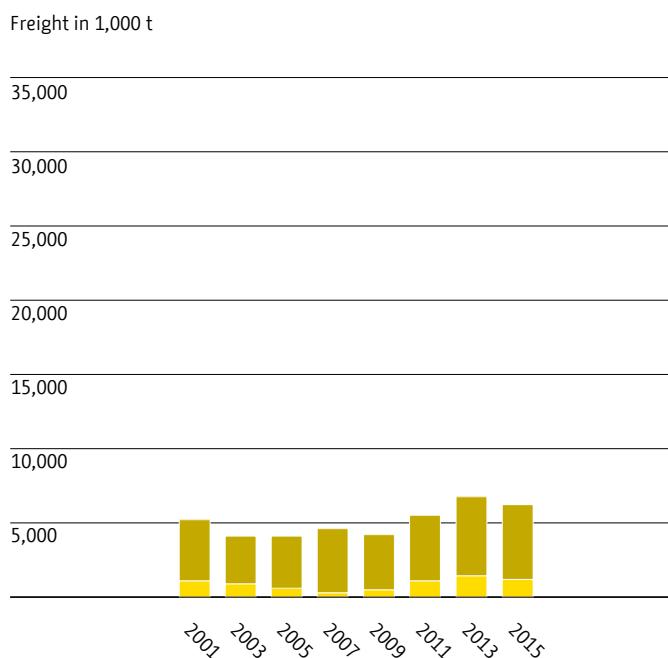


- Port
- Freight transport centre (Güterverkehrszentrum, GVZ) connected to the rail network
- Rail network of DB Bahn
- Non-state-owned railway companies (for example, municipal railway services) and private railway companies (in-use)
- Non-state-owned railway companies (for example, municipal rail services) and private railway companies (currently not in use)

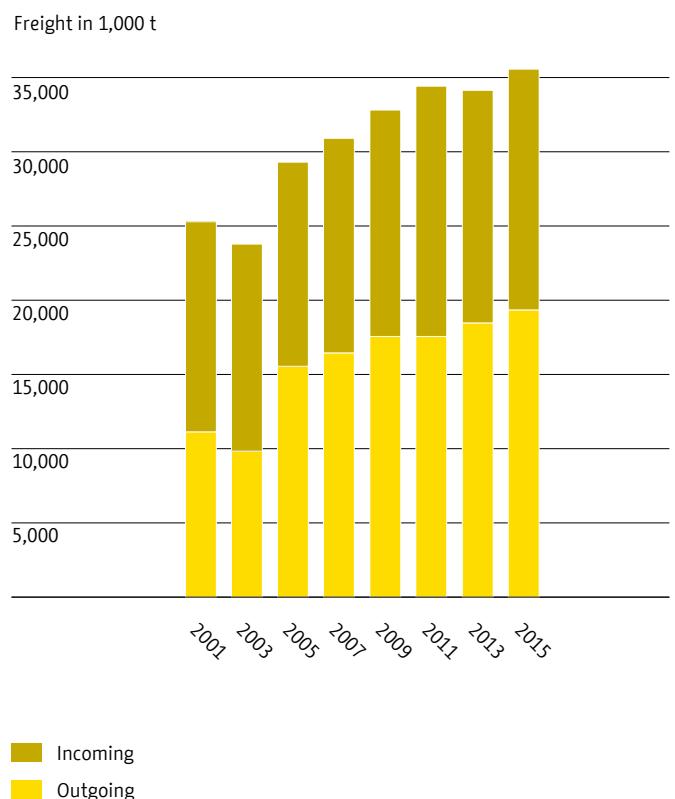
## Rail freight transport to and from Berlin and Brandenburg

	2001	2003	2005	2007	2009	2011	2013	2015
<b>Berlin, total (in 1,000 t)</b>	<b>5,212</b>	<b>4,074</b>	<b>4,077</b>	<b>4,521</b>	<b>4,156</b>	<b>5,485</b>	<b>6,750</b>	<b>6,219</b>
Incoming	4,084	3,199	3,503	4,255	3,689	4,398	5,310	5,028
Outgoing	1,128	875	574	266	467	1,087	1,440	1,191
<b>Brandenburg insgesamt (in 1,000 t)</b>	<b>25,316</b>	<b>23,703</b>	<b>29,289</b>	<b>30,866</b>	<b>32,842</b>	<b>34,407</b>	<b>34,052</b>	<b>35,477</b>
Incoming	14,149	13,916	13,790	14,457	15,298	16,878	15,638	16,191
Outgoing	11,167	9,787	15,499	16,409	17,544	17,529	18,414	19,286

### Rail freight transport to and from Berlin

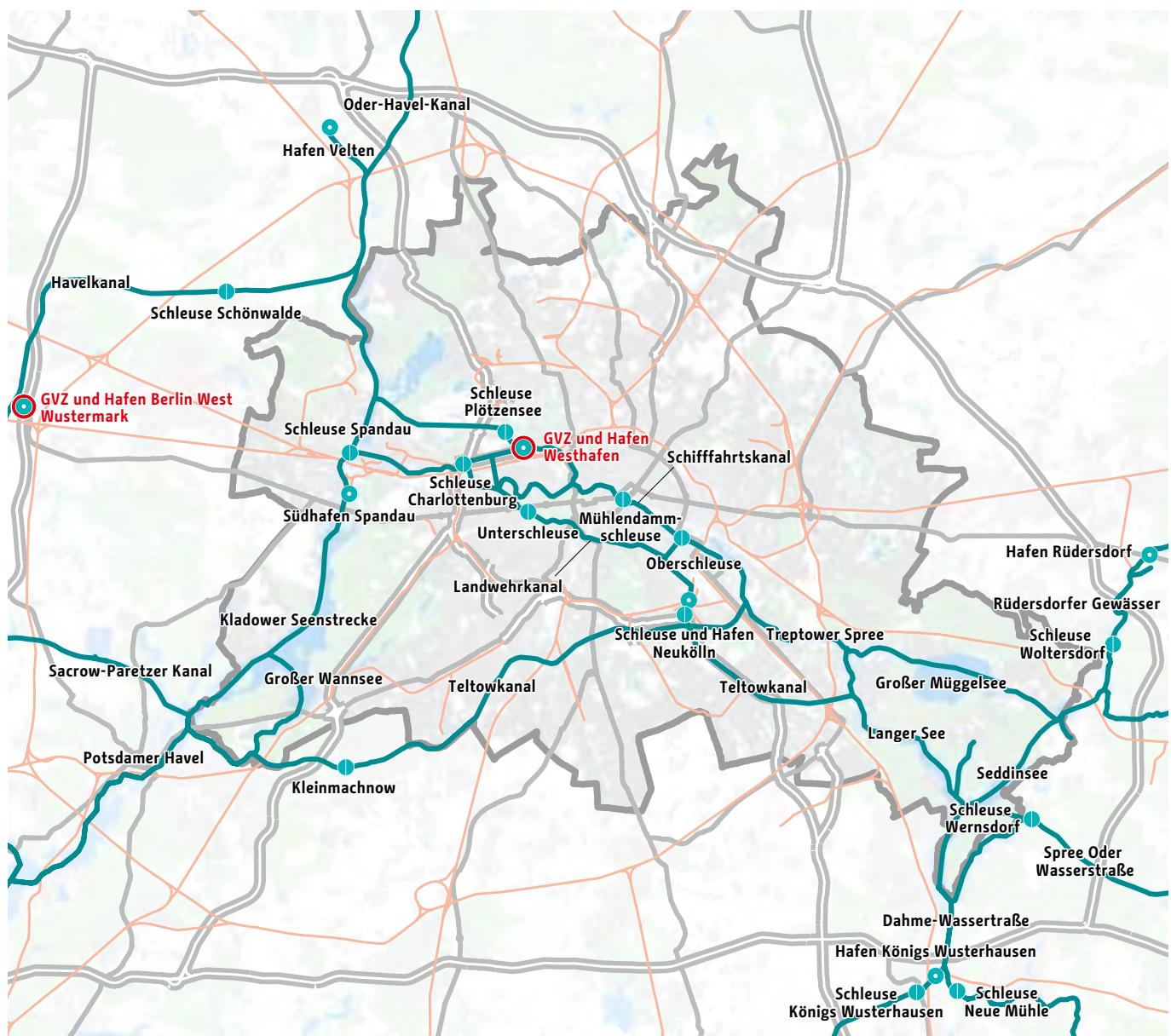


### Rail freight transport to and from Brandenburg



Source: Federal Statistics Office

## Navigable inland waterways (2017)



- Port
- Freight Transport Centre (Güterverkehrszentrum, GVZ) with rail network access
- Freight Transport Centre (Güterverkehrszentrum, GVZ) with port access
- Classified waterway network
- Rail network for freight transport

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Freight transport via inland navigation to and from Berlin

	1997	1999	2001	2003	2005	2007	2009	2011	2013	2015
<b>Freight transport by inland navigation, total (in 1,000 t)</b>	7,840	5,180	4,054	2,929	3,490	3,681	3,218	3,532	3,614	3,593
Incoming	5,842	4,353	3,844	2,826	3,276	3,411	3,073	3,338	3,417	3,422
Outgoing	1,998	827	210	103	214	270	145	194	197	171

Source: Joint Statistics Office of the States of Berlin and Brandenburg

## Air freight transport to and from Berlin

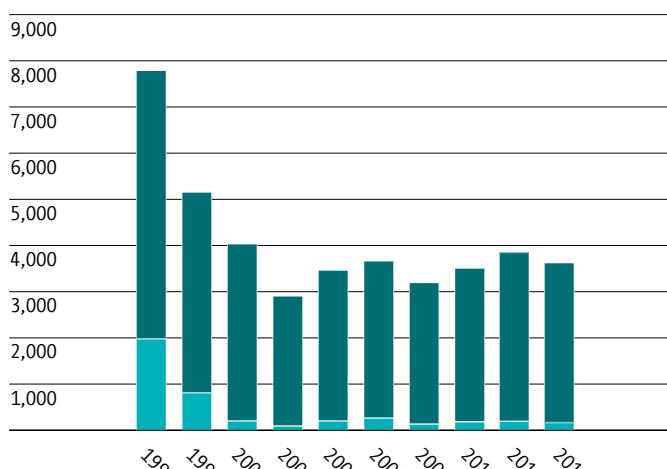
	1997	1999	2001	2003	2005	2007	2009	2011	2013	2015
<b>Air freight transport</b>										
Air freight to and from Berlin (in t) <sup>1)</sup>	43,402	35,829	41,441	36,718	31,870	29,633	29,302	31,166	35,239	43,236
Airmail, total (in t)	19,034	16,366	16,179	14,712	12,075	9,214	5,630	667	5,460	4,528

<sup>1)</sup> Including onward transport by road

Source: Flughafen Berlin Brandenburg GmbH, traffic statistics

## Freight transport via inland navigation to and from Berlin

Freight in 1,000 t

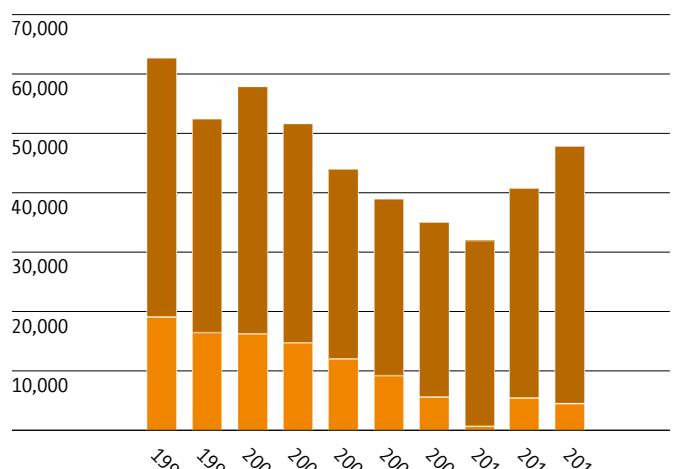


■ Incoming  
■ Outgoing

Source: Joint Statistics Office of the States of Berlin and Brandenburg

## Air freight transport to and from Berlin

Freight in t



■ Air freight to and from Berlin (in t)<sup>1)</sup>  
■ Airmail, total (in t)

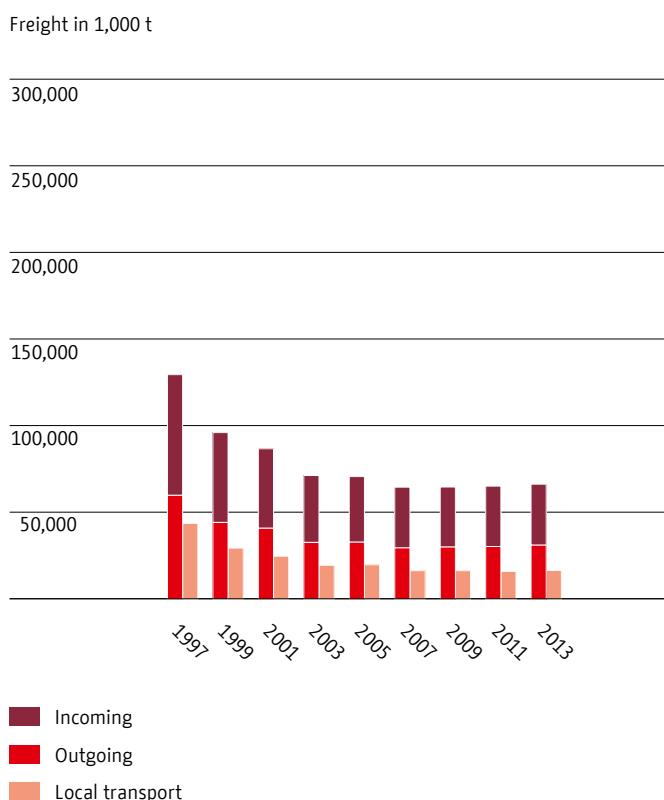
<sup>1)</sup> Including onward transport by road

Source: Flughafen Berlin Brandenburg GmbH, traffic statistics

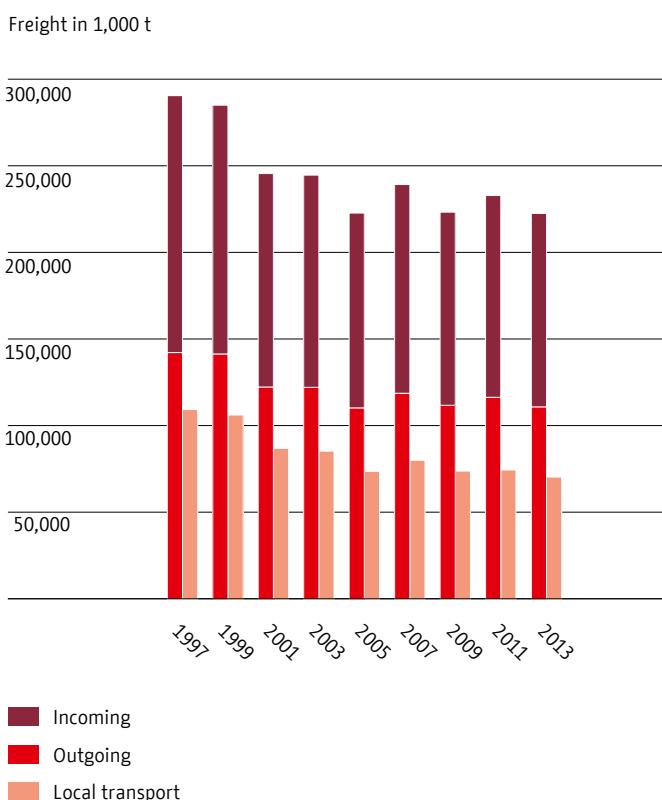
## Road freight transport to and from Berlin and Brandenburg<sup>1)</sup>

	1997	1999	2001	2003	2005	2007	2009	2011	2013
<b>Berlin, total (in 1,000 t)</b>	<b>129,159</b>	<b>95,785</b>	<b>85,761</b>	<b>71,134</b>	<b>70,683</b>	<b>64,459</b>	<b>64,633</b>	<b>65,160</b>	<b>66,206</b>
Incoming	69,346	51,607	45,669	38,412	37,692	34,842	34,491	34,775	34,988
Outgoing	59,813	44,178	40,092	32,722	32,991	29,617	30,142	30,385	31,218
Local transport Berlin	43,681	29,430	24,760	19,572	19,853	16,423	16,402	16,002	16,565
<b>Brandenburg, total (in 1,000 t)</b>	<b>289,645</b>	<b>283,959</b>	<b>244,874</b>	<b>244,098</b>	<b>222,363</b>	<b>239,051</b>	<b>223,258</b>	<b>232,082</b>	<b>221,756</b>
Incoming	147,786	143,041	122,763	122,250	112,094	120,601	111,695	116,006	111,303
Outgoing	141,859	140,918	122,111	121,848	110,269	118,450	111,563	116,076	110,453
Local transport Brandenburg	109,109	105,911	86,764	85,149	73,569	79,880	73,655	74,321	70,240

### Road freight transport to and from Berlin<sup>1)</sup>



### Road freight transport to and from Brandenburg<sup>1)</sup>



<sup>1)</sup> Development of road freight transport up to and including 2013. No further data recorded.

Source: Federal Motor Transport Authority (KBA)



# Road safety



Being on the move should be as safe as possible for all sections of the population and all types of traffic. However, over 137,000 traffic accidents occur every year in Berlin. Injuries occur in approximately one in every ten accidents. Due to the importance of this issue, the City of Berlin created its own traffic safety programme.



The trend of the number of accidents decreasing came to a halt in 2006. An increase in the number of accidents also means an increase in the number of people injured. In 2015, around 60 percent of all those killed in car accidents and 54 percent of all those seriously injured in Berlin were pedestrians or cyclists.

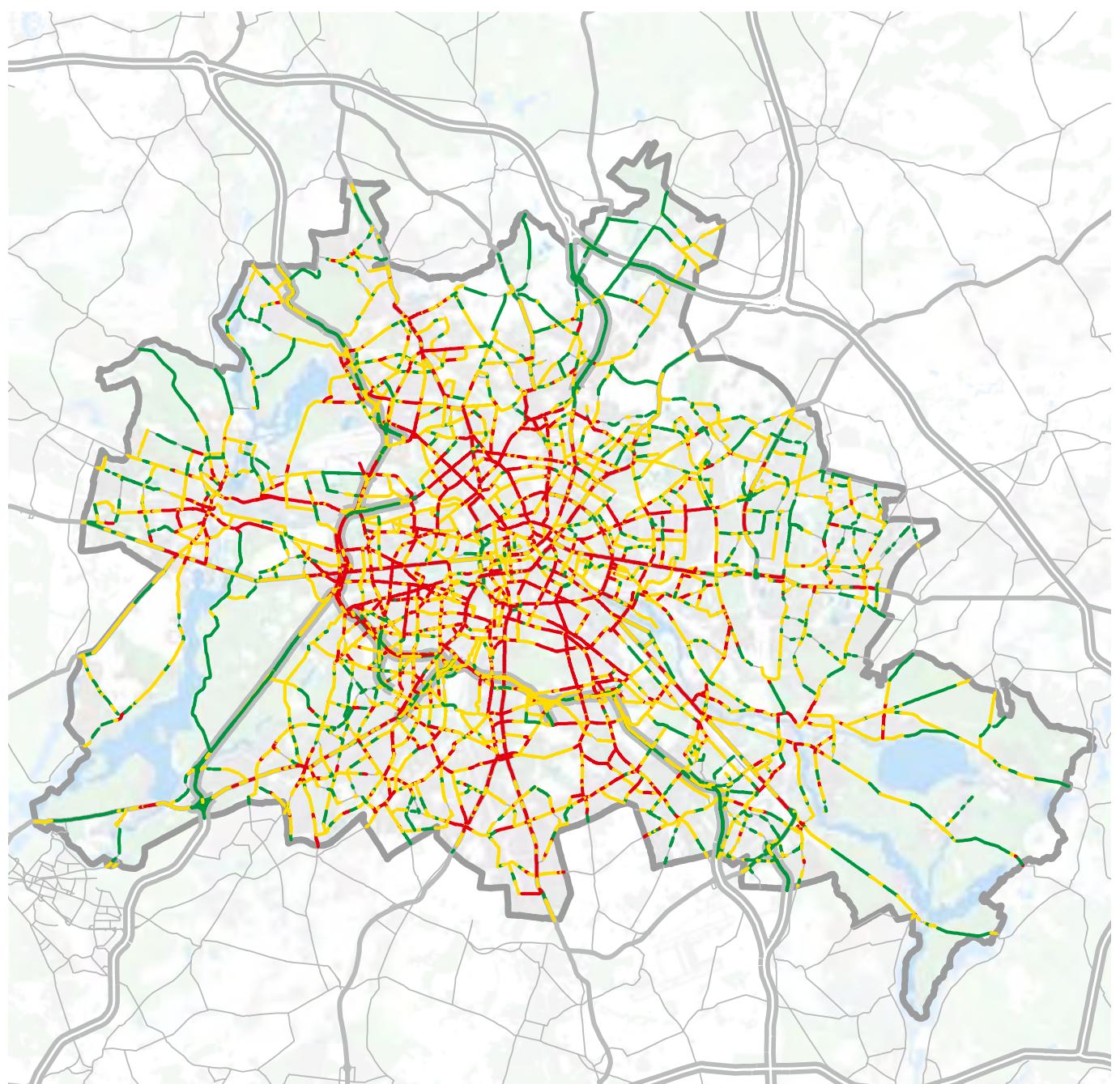
Further information on road safety can be obtained

for Berlin at  
[www.berlin.de/senuvk/verkehr/politik\\_planung/sicherheit](http://www.berlin.de/senuvk/verkehr/politik_planung/sicherheit)

on improvements to the traffic environment at  
[www.berlin-nimmt-ruecksicht.de](http://www.berlin-nimmt-ruecksicht.de)

on the topic in general at  
[www.dvr.de](http://www.dvr.de)

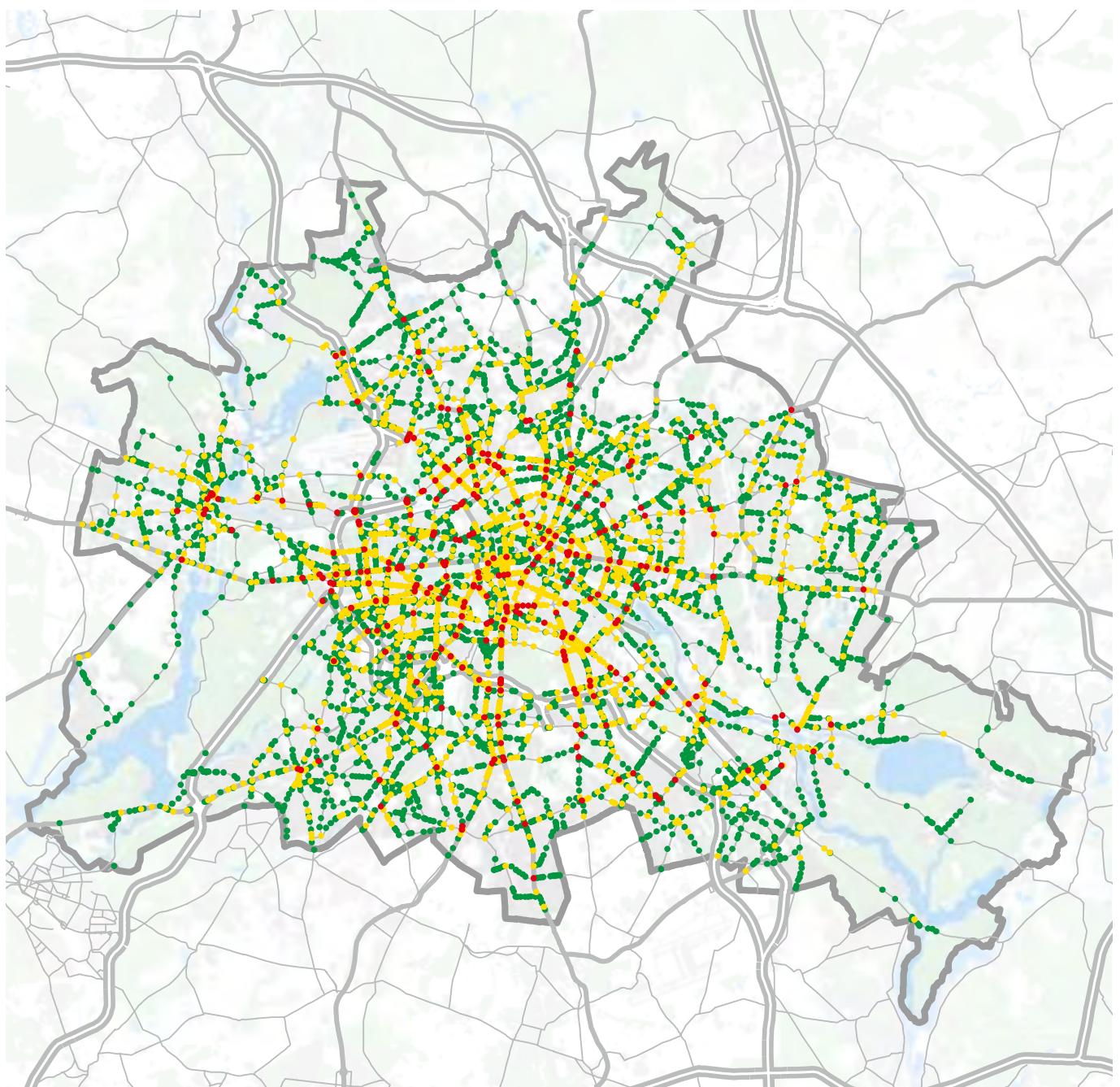
## Traffic accidents on the major road network in open country (2016)



Number of accidents per km

- 1 to <10
- 10 to <50
- ≥ 50

Source: Traffic accident data system of the Berlin Police, VU-Urs; Senate Department for the Environment, Transport and Climate Protection, Berlin

**Traffic accidents on the major road network at intersections (2016)**

Number of accidents

- 1 to <10
- 10 to <50
- ≥50

Source: Traffic accident data system of the Berlin Police, VU-Urs; Senate Department for the Environment, Transport and Climate Protection, Berlin

## Traffic accidents by type of accident and severity of the consequences

	1996	1998	2000	2002	2004	2006	2008	2010	2012	2014	2016
<b>Accidents, total</b>	<b>154,809</b>	<b>142,166</b>	<b>148,107</b>	<b>135,575</b>	<b>124,514</b>	<b>119,512</b>	<b>119,512</b>	<b>123,592</b>	<b>130,038</b>	<b>132,717</b>	<b>141,154</b>
Accidents involving material damage	138,726	126,672	131,921	121,002	110,780	105,524	108,695	117,477	116,516	117,981	126,468
Accidents involving physical injury	16,083	15,494	16,186	14,573	13,734	13,988	14,897	12,561	14,266	14,736	14,686
<b>Accidents victims, total</b>	<b>19,394</b>	<b>18,665</b>	<b>19,547</b>	<b>17,604</b>	<b>16,599</b>	<b>16,757</b>	<b>17,685</b>	<b>14,801</b>	<b>16,895</b>	<b>17,491</b>	<b>17,392</b>
Persons killed	120	85	89	82	70	74	55	44	42	52	56
Persons seriously or severely injured	2,465	2,173	2,181	1,845	1,811	1,862	1,814	1,688	2,049	2,034	2,087
Persons slightly injured	16,809	16,407	17,277	15,677	14,718	14,821	15,816	13,069	14,804	15,405	15,249

## Traffic accidents by persons involved<sup>1)2)</sup>

	1996	1998	2000	2002	2004	2006	2008	2010	2012	2014	2016
<b>Accident victims, total</b>	<b>19,394</b>	<b>18,665</b>	<b>19,547</b>	<b>17,604</b>	<b>16,599</b>	<b>16,757</b>	<b>17,685</b>	<b>14,801</b>	<b>16,895</b>	<b>17,491</b>	<b>17,392</b>
<b>Persons killed, total</b>	<b>120</b>	<b>85</b>	<b>89</b>	<b>82</b>	<b>70</b>	<b>74</b>	<b>55</b>	<b>44</b>	<b>42</b>	<b>52</b>	<b>56</b>
Pedestrians	52	34	33	33	34	33	30	24	17	21	21
Cyclists	16	18	17	18	11	9	11	6	15	10	17
Motor cycle drivers and passengers	11	10	15	11	10	17	10	9	6	13	10
Car/lorry/bus drivers and passengers	40	22	23	20	15	15	4	5	3	8	7
Other	1	1	1	0	0	0	0	0	1	0	1
<b>Persons seriously or severely injured, total</b>	<b>2,465</b>	<b>2,173</b>	<b>2,181</b>	<b>1,845</b>	<b>1,811</b>	<b>1,862</b>	<b>1,814</b>	<b>1,688</b>	<b>2,049</b>	<b>2,034</b>	<b>2,087</b>
Pedestrians	836	685	659	570	528	483	505	459	529	500	537
Cyclists	478	547	547	474	462	508	535	474	632	594	586
Motor cycle drivers and passengers	350	330	350	374	347	444	388	365	439	428	391
Car/lorry/bus drivers and passengers	784	594	613	415	445	416	380	377	430	498	563
Other	17	17	12	12	29	11	6	13	19	14	10
<b>Leicht verletzte Personen insgesamt</b>	<b>16,809</b>	<b>16,407</b>	<b>17,277</b>	<b>15,677</b>	<b>14,718</b>	<b>14,821</b>	<b>15,816</b>	<b>13,069</b>	<b>14,804</b>	<b>15,405</b>	<b>15,249</b>
Pedestrians	2,421	2,065	1,964	1,911	1,711	1,721	1,743	1,558	1,729	1,640	1,701
Cyclists	3,382	3,578	3,839	3,662	3,681	3,988	4,738	3,777	4,532	4,755	4,692
Motor cycle drivers and passengers	1,722	1,956	2,230	1,802	1,772	2,009	2,356	1,762	1,894	1,951	1,755
Car/lorry/bus drivers and passengers	9,073	8,618	9,025	8,095	7,377	6,885	6,778	5,769	6,418	6,828	7,000
Other	211	190	219	207	177	218	201	203	231	175	101

<sup>1)</sup> Population figures for the years 1992 to 2010 are based on the old population projection.

The data for the year 2012 are derived from population projections based on the census of 9 May 2011. This data is provisional.

<sup>2)</sup> Population projection is only available up to November 2016.

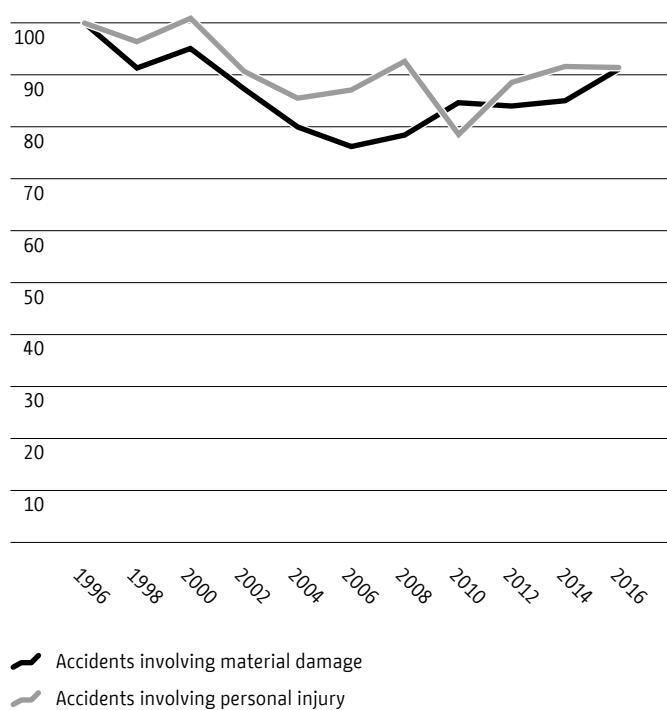
## Relative trend in accident victims

Relative change in per cent (1996 = 100%)

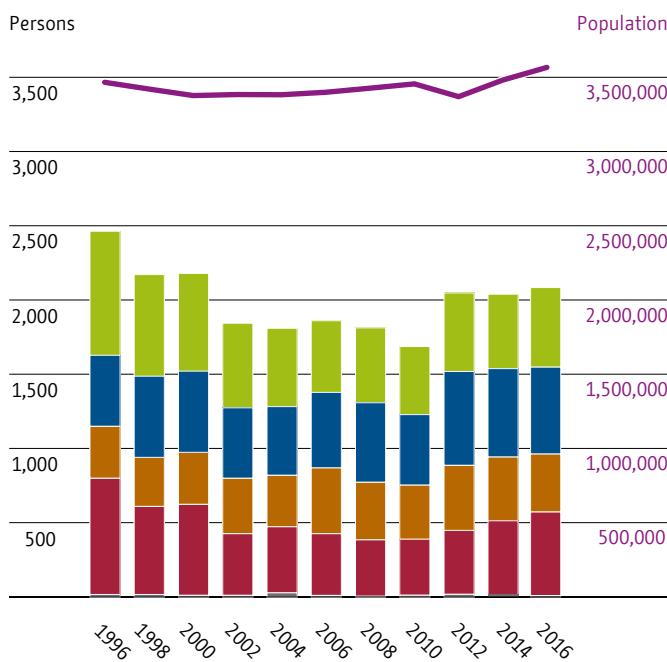


## Relative trend in accident damage

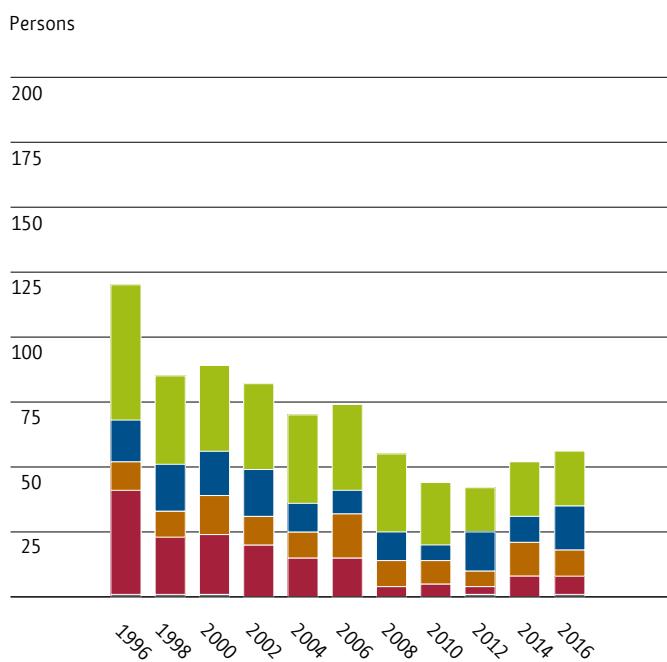
Relative change in per cent (1996 = 100%)



## Persons seriously or severely injured by traffic participant



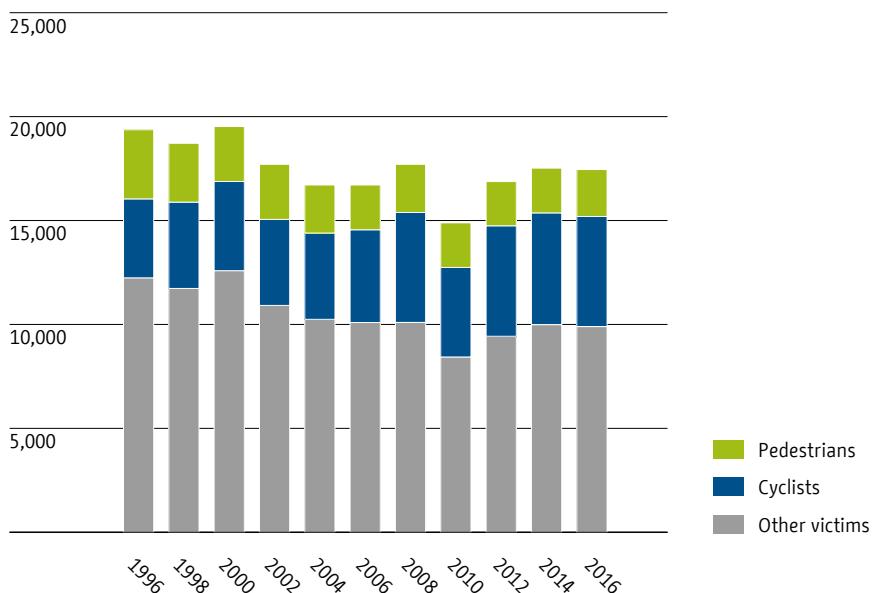
## Fatalities by traffic participant



Source: Joint Statistics Office of the States of Berlin and Brandenburg

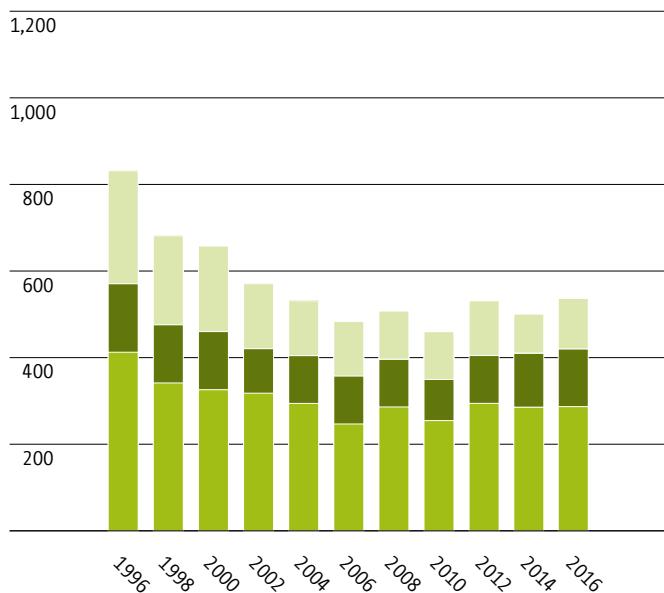
## Accident victims

Accident victims



## Pedestrians seriously or severely injured

Pedestrians seriously or severely injured



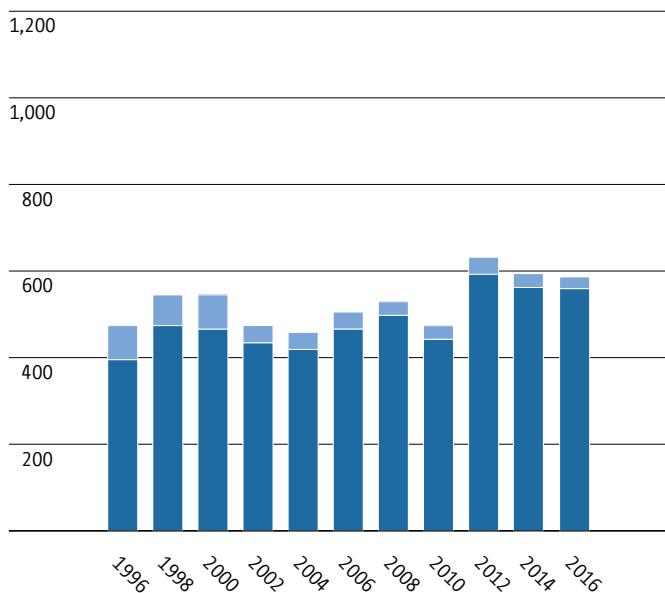
Under 15 years of age

65 years of age and older

Other age groups

## Cyclists seriously or severely injured

Cyclists seriously or severely injured

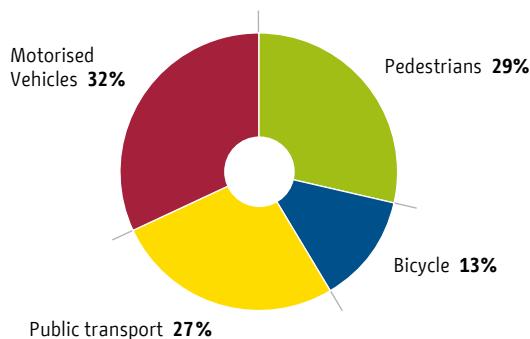


Under 15 years of age

Other age groups

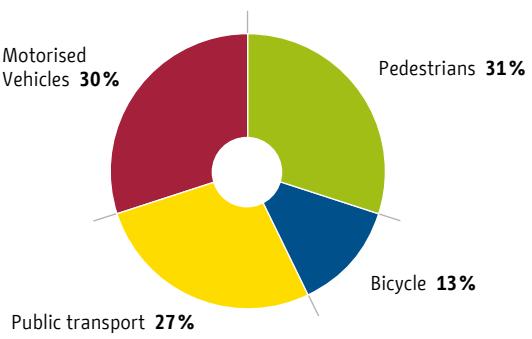
Source: Joint Statistics Office of the States of Berlin and Brandenburg

### Share of journeys by transport mode for traffic within Berlin (2008)



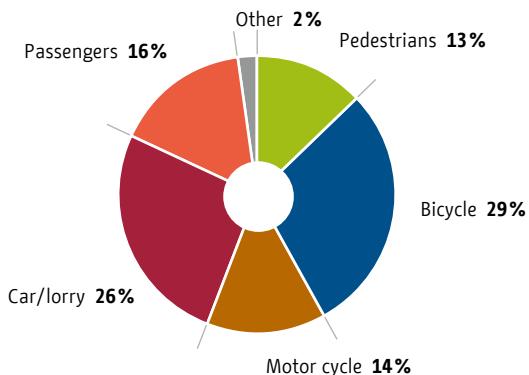
Source: Senate Department for the Environment, Transport and Climate Protection, Berlin; SrV (System repräsentativer Verkehrsbefragung) traffic census; TU Dresden

### Share of journeys by transport mode for traffic within Berlin (2013)



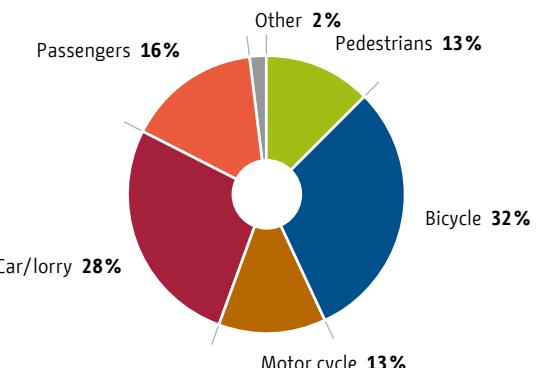
Source: Senate Department for the Environment, Transport and Climate Protection, Berlin; SrV (System repräsentativer Verkehrsbefragung) traffic census; TU Dresden

### Share of accident victims by transport mode (2007–2009)



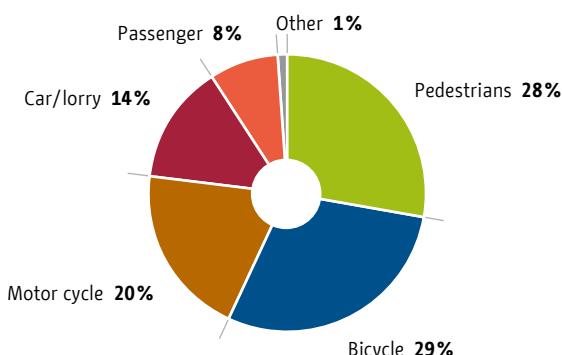
Source: Traffic accident data of the Berlin police; Senate Department for the Environment, Transport and Climate Protection, Berlin; the road safety report 2015

### Share of accident victims by transport mode (2012–2014)



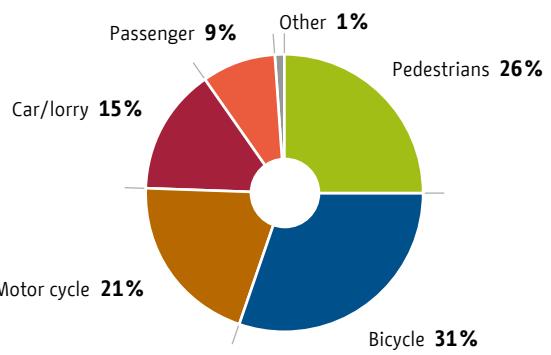
Source: Traffic accident data of the Berlin police; Senate Department for the Environment, Transport and Climate Protection, Berlin; the road safety report 2015

### Share of persons seriously or severely injured by transport mode (2007–2009)



Source: Traffic accident data of the Berlin police; Senate Department for the Environment, Transport and Climate Protection, Berlin; the road safety report 2015

### Share of persons seriously or severely injured by transport mode (2012–2014)



Source: Traffic accident data of the Berlin police; Senate Department for the Environment, Transport and Climate Protection, Berlin; the road safety report 2015

## Traffic accidents involving children under fifteen years of age

	2000	2002	2004	2006	2008	2010	2012	2014	2016
<b>Number of children (in 1,000)<sup>1) 2)</sup></b>	<b>455</b>	<b>434</b>	<b>413</b>	<b>404</b>	<b>411</b>	<b>426</b>	<b>436</b>	<b>458</b>	<b>482</b>
<b>Child casualties, total</b>	<b>1,759</b>	<b>1,521</b>	<b>1,354</b>	<b>1,180</b>	<b>1,205</b>	<b>1,051</b>	<b>1,205</b>	<b>1,160</b>	<b>1,180</b>
Pedestrians	736	665	540	501	466	439	448	393	396
Cyclists	608	456	441	342	374	302	359	355	320
Children killed, total	0	3	1	1	1	3	1	0	0
Children seriously or severely injured, total	298	211	178	178	153	154	178	138	174
Children slightly injured	1,461	1,307	1,175	1,001	1,051	894	1,026	1,022	1,006
<b>Casualty rate<sup>3)</sup></b>	<b>3.9</b>	<b>3.5</b>	<b>3.3</b>	<b>2.9</b>	<b>2.9</b>	<b>2.5</b>	<b>2.8</b>	<b>2.6</b>	<b>2.5</b>

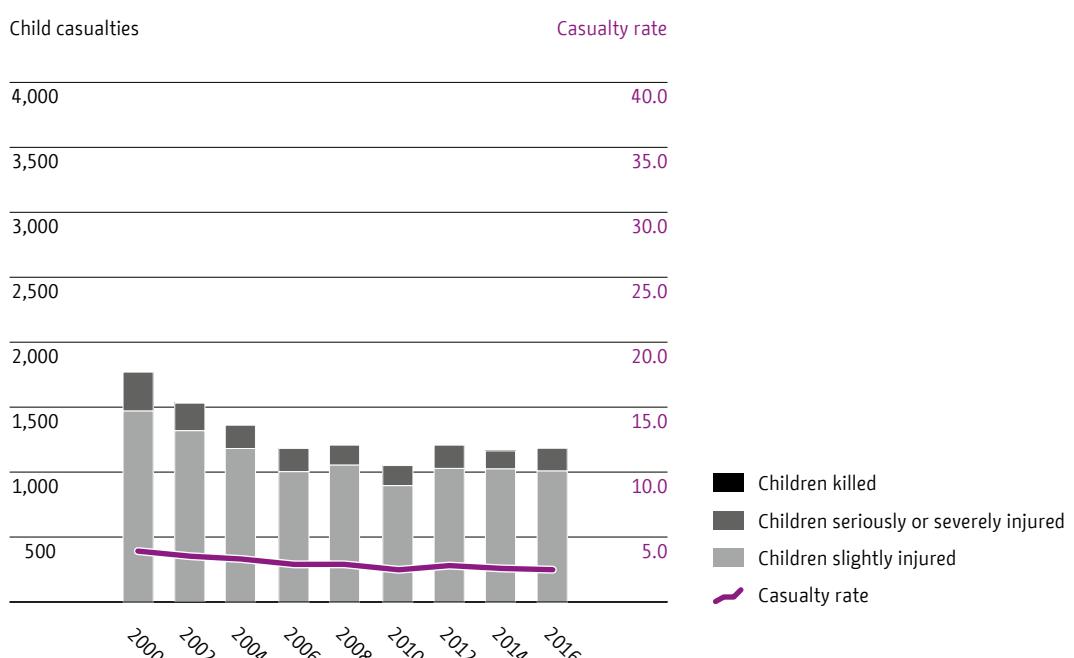
<sup>1)</sup> The data for 2011 onwards is based on the population projection from the 2011 census. 2011–2013 are validated numbers.

<sup>2)</sup> Population projection is only available up to November 2016, the proportion of children is based on the 2015 population.

<sup>3)</sup> Child casualties per 1,000 children in Berlin

Source: Joint Statistics Office of the States of Berlin and Brandenburg

## Traffic accidents involving children under fifteen years of age



Source: Joint Statistics Office of the States of Berlin and Brandenburg

## Traffic accidents involving adolescents between 15 and 17 years of age

	2000	2002	2004	2006	2008	2010	2012	2014	2016
<b>Number of adolescents (in 1,000)<sup>1)</sup><sup>2)</sup></b>	106	107	107	96	80	76	78	81	82
<b>Adolescent casualties, total</b>	650	539	578	536	464	333	370	403	383
Pedestrians	126	120	137	123	110	72	88	122	156
Cyclists	252	196	209	195	177	124	137	134	90
Motor cycle drivers & passengers	145	115	114	96	79	61	65	74	33
Car drivers and passengers	118	95	105	103	92	69	74	37	69
Adolescents killed, total	1	1	0	2	2	0	1	1	2
Adolescents seriously or severely injured, total	82	59	66	59	50	41	50	57	64
Adolescents slightly injured, total	567	479	512	475	412	292	319	345	317
<b>Casualty rate<sup>3)</sup></b>	<b>6.1</b>	<b>5.0</b>	<b>5.4</b>	<b>5.6</b>	<b>5.8</b>	<b>4.4</b>	<b>4.8</b>	<b>5.0</b>	<b>4.7</b>

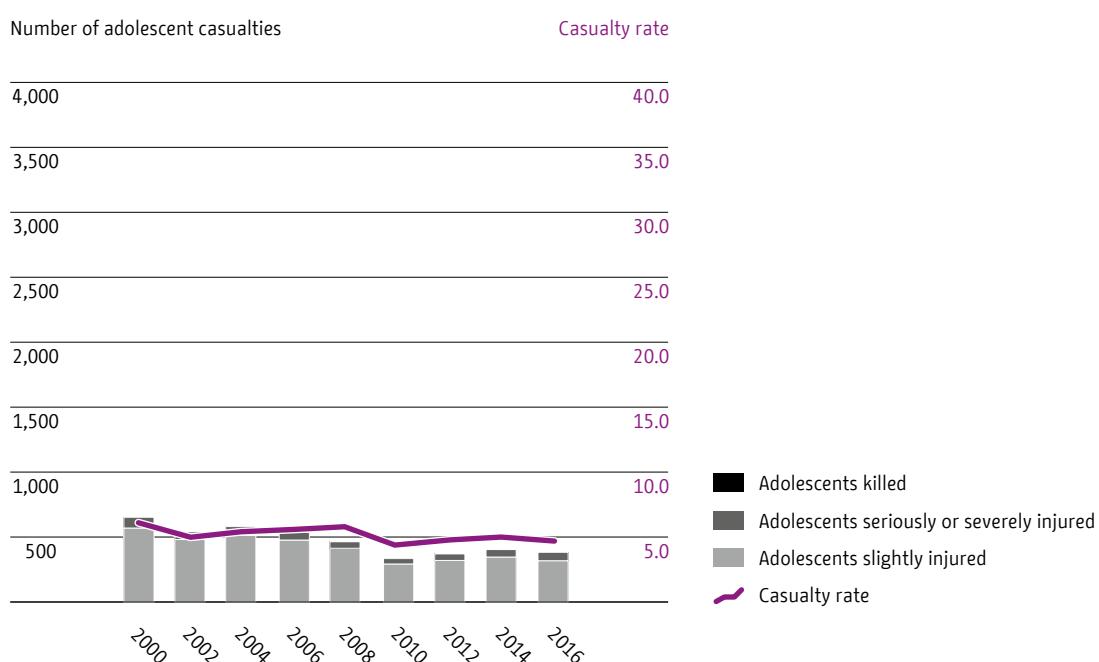
<sup>1)</sup> The data for 2011 onwards is based on the population projection from the 2011 census. 2011–2013 are validated numbers.

<sup>2)</sup> Population projection is only available up to November 2016, the proportion of children is based on the 2015 population.

<sup>3)</sup> Adolescent casualties per 1,000 adolescents in Berlin

Source: Joint Statistics Office of the States of Berlin and Brandenburg

## Traffic accidents involving adolescents between 15 and 17 years of age



Source: Joint Statistics Office of the States of Berlin and Brandenburg

## Traffic accidents involving young adults between 18 and 24 years of age

	2000	2002	2004	2006	2008	2010	2012	2014	2016
<b>Number of young adults (in 1,000)<sup>1)</sup><sup>2)</sup></b>	285	298	299	298	301	293	268	255	254
<b>Young adult casualties, total</b>	<b>3,607</b>	<b>2,948</b>	<b>2,599</b>	<b>2,479</b>	<b>2,580</b>	<b>1,995</b>	<b>2,222</b>	<b>2,123</b>	<b>2,003</b>
Pedestrians	254	284	247	243	269	223	252	213	227
Cyclists	632	544	524	519	609	416	502	496	468
Motorcycle drivers and passengers	2,079	1,659	1,411	1,183	1,108	883	439	936	175
Car drivers and passengers	544	389	349	465	535	433	477	250	911
Young adults killed, total	17	13	10	10	7	5	4	7	7
Young adults seriously or severely injured, total	324	261	250	248	217	219	292	265	230
Young adults slightly injured, total	3,266	2,674	2,339	2,221	2,356	1,771	1,926	1,851	1,766
<b>Casualty rate<sup>3)</sup></b>	<b>12.6</b>	<b>9.9</b>	<b>8.7</b>	<b>8.3</b>	<b>8.6</b>	<b>6.8</b>	<b>8.3</b>	<b>8.3</b>	<b>7.9</b>

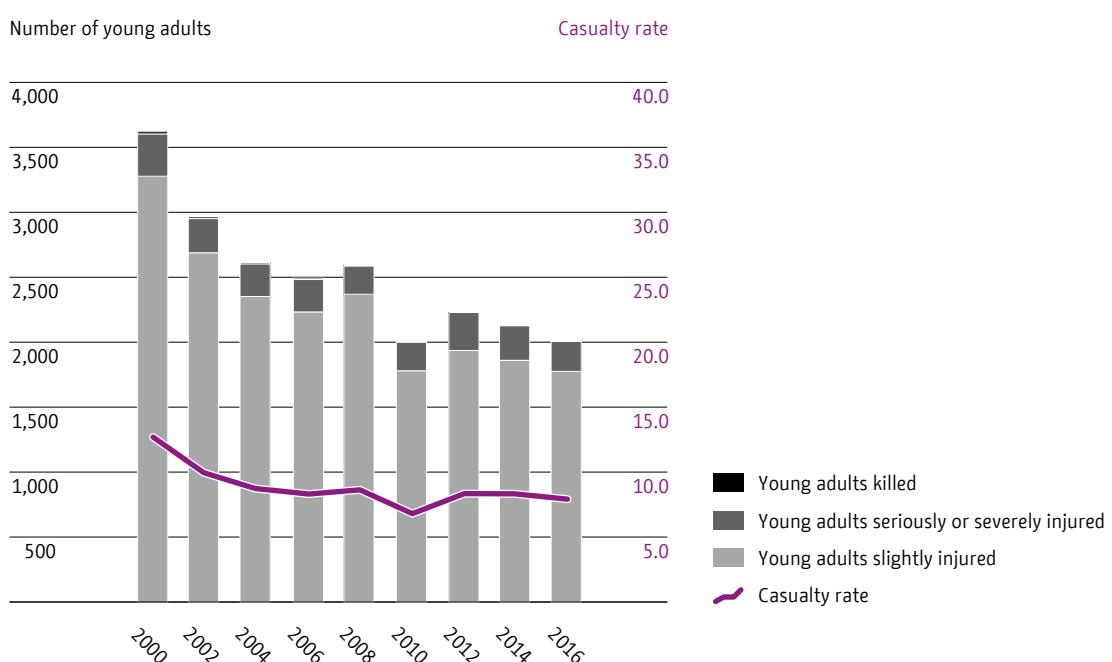
<sup>1)</sup> The data for 2011 onwards is based on the population projection from the 2011 census. 2011–2013 are validated numbers.

<sup>2)</sup> Population projection is only available up to November 2016, the proportion of children is based on the 2015 population.

<sup>3)</sup> Young adult casualties per 1,000 young adults in Berlin

Source: Joint Statistics Office of the States of Berlin and Brandenburg

## Traffic accidents involving young adults between 18 and 24 years of age



Source: Joint Statistics Office of the States of Berlin and Brandenburg

## Traffic accidents involving senior citizens aged 65 years and older

	2000	2002	2004	2006	2008	2010	2012	2014	2016
<b>Number of senior citizens (in 1,000)<sup>1)</sup><sup>2)</sup></b>	<b>494</b>	<b>524</b>	<b>562</b>	<b>610</b>	<b>645</b>	<b>661</b>	<b>614</b>	<b>629</b>	<b>690</b>
<b>Number of senior citizen casualties, total</b>	<b>1,030</b>	<b>1,081</b>	<b>1,208</b>	<b>1,362</b>	<b>1,579</b>	<b>1,379</b>	<b>1,677</b>	<b>1,775</b>	<b>1,783</b>
Pedestrians	355	341	354	378	366	356	417	406	416
Cyclists	196	235	246	337	429	351	449	460	471
Motorcycle drivers and passengers								638	625
Car drivers and passengers								44	23
Senior citizens killed	20	24	25	24	18	18	16	21	26
Senior citizens seriously or severely injured, total	236	205	236	250	255	247	279	325	347
Senior citizens slightly injured, total	774	852	947	1,088	1,306	1,114	1,382	1,429	1,410
<b>Casualty rate<sup>3)</sup></b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.2</b>	<b>2.4</b>	<b>2.1</b>	<b>2.7</b>	<b>2.8</b>	<b>2.6</b>

<sup>1)</sup> The data for 2011 onwards is based on the population projection from the 2011 census. 2011–2013 are validated numbers.

<sup>2)</sup> Population projection is only available up to November 2016, the proportion of children is based on the 2015 population.

<sup>3)</sup> Senior citizen casualties per 1,000 senior citizens in Berlin

Source: Joint Statistics Office of the States of Berlin and Brandenburg

## Number of senior citizen casualties aged 65 years and older



Source: Joint Statistics Office of the States of Berlin and Brandenburg

# Air quality and climate protection



Air quality is affected by motorised traffic in particular. It directly emits air pollutants hazardous to health, such as nitrogen dioxide ( $\text{NO}_2$ ) and is sometimes responsible for emissions of particulate matter ( $\text{PM}_{10}$ ) as well as the greenhouse gas carbon dioxide ( $\text{CO}_2$ ).

Despite all the measures that have been put in place, the EU limit of  $40 \text{ } \mu\text{g}/\text{m}^3$  for average annual  $\text{NO}_2$  pollution is still being exceeded in places within Berlin's main traffic road network.



The average annual particulate matter pollution footprint in Berlin looks more positive. Since 2004, Berlin's main road traffic network has complied with the EU limit of  $40 \mu\text{g}/\text{m}^3$ . However, the more stringent 24-hour pollution limit of  $35 \mu\text{g}/\text{m}^3$  is still occasionally exceeded. Traffic causes around one quarter of  $\text{CO}_2$  emissions in Berlin. Despite a downward trend in the last few years, emissions today are back at the level they were in 2004.

Further information can be obtained

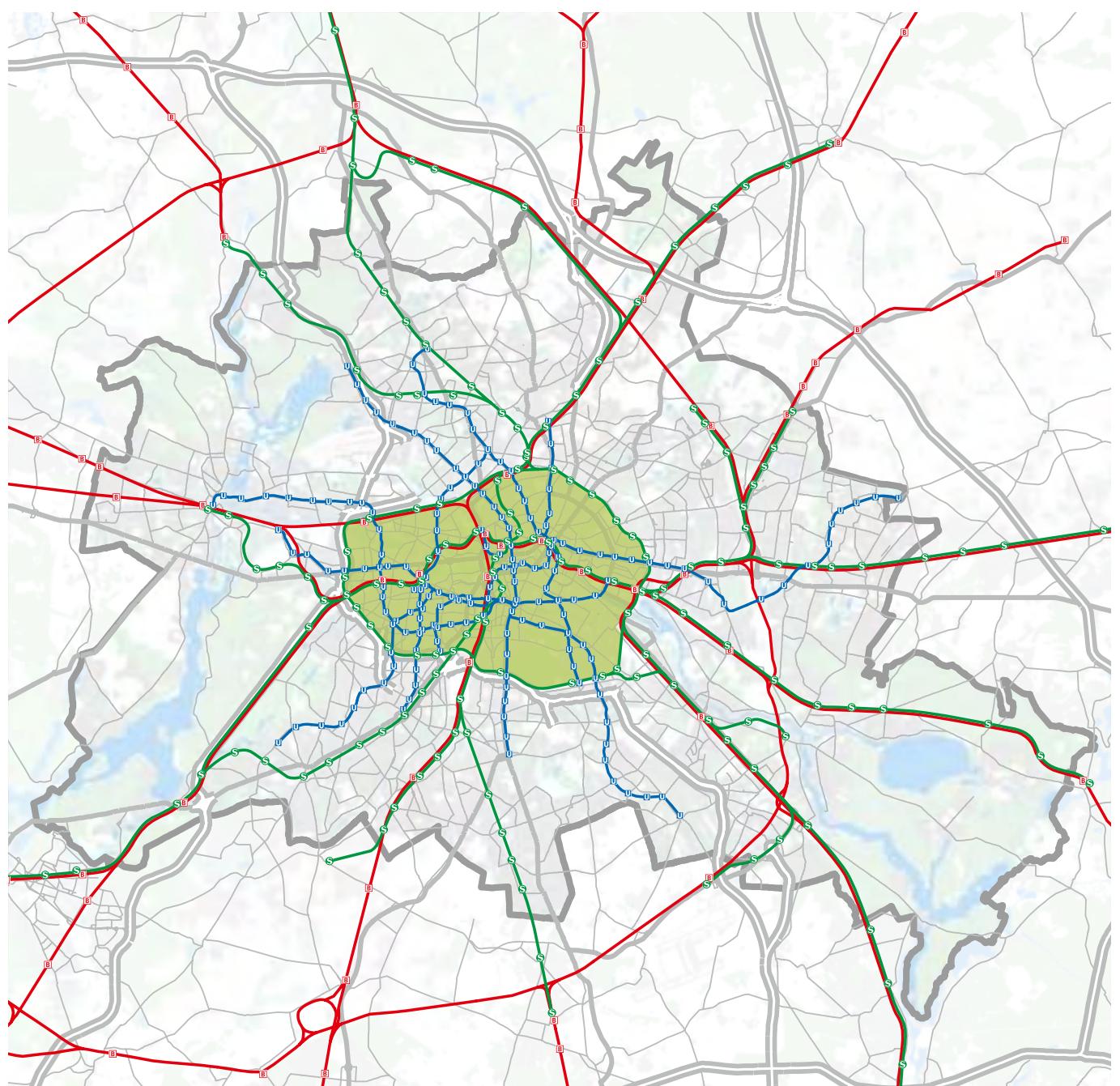
on air quality, air pollution control and the environmental zone in Berlin at [www.berlin.de/senuvk/umwelt/luftqualitaet](http://www.berlin.de/senuvk/umwelt/luftqualitaet)

on the Berlin climate protection concept at [www.berlin.de/senuvk/klimaschutz](http://www.berlin.de/senuvk/klimaschutz)

on the Berlin Energy and Environmental Protection Programme (BEK) of the state of Berlin at [www.stadtentwicklung.berlin.de/umwelt/klimaschutz/bek\\_berlin](http://www.stadtentwicklung.berlin.de/umwelt/klimaschutz/bek_berlin)

on current nationwide air quality data at [www.umweltbundesamt.de/daten/luftbelastung/aktuelle-luftdaten](http://www.umweltbundesamt.de/daten/luftbelastung/aktuelle-luftdaten)

## Environmental Green Zone in Berlin



- U— U-Bahn
- S— S-Bahn
- R— Regional railway
- Environmental Green Zone (access only with green vignette)

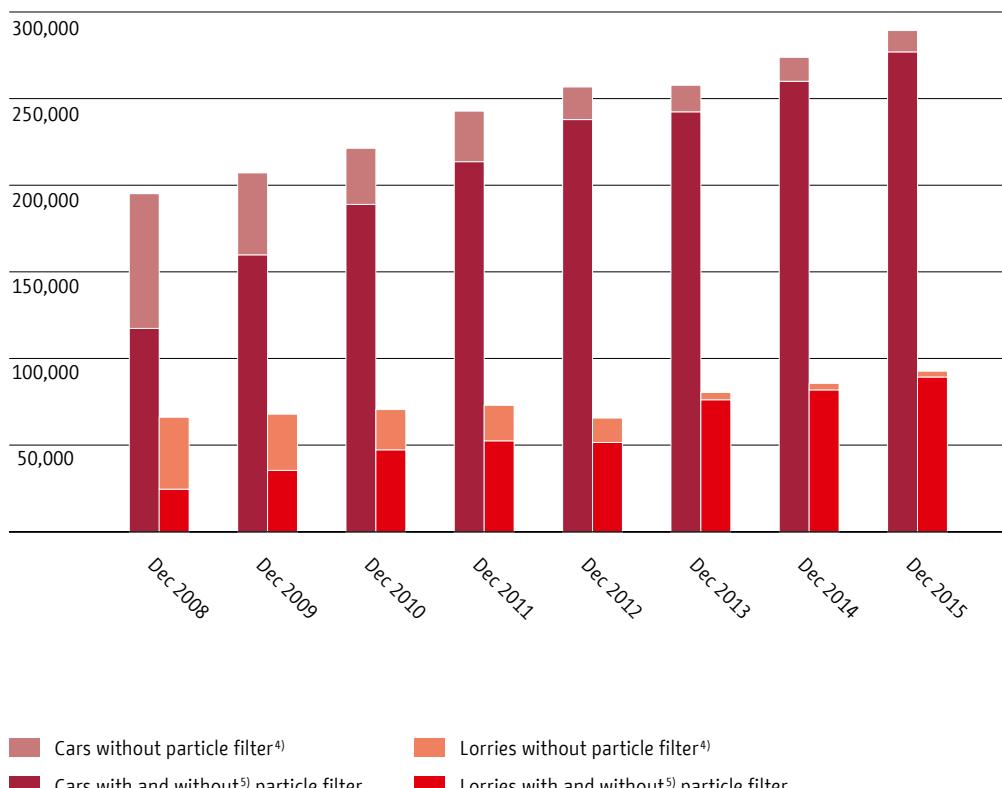
Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Retrofitting of diesel vehicles with particle filters<sup>1)2)3)</sup>

	Dec 2008	Dec 2009	Dec 2010	Dec 2011	Dec 2012	Dec 2013	Dec 2014	Dec 2015
<b>Cars</b>	<b>194,432</b>	<b>206,388</b>	<b>220,505</b>	<b>241,896</b>	<b>255,786</b>	<b>256,925</b>	<b>272,995</b>	<b>288,424</b>
Without particle filter <sup>4)</sup>	77,455	47,108	32,233	29,045	18,742	15,257	13,760	12,270
With and without <sup>5)</sup> particle filter	116,977	159,280	188,272	212,851	237,044	241,668	259,235	276,154
<b>Lorries</b>	<b>65,885</b>	<b>67,640</b>	<b>70,325</b>	<b>72,729</b>	<b>65,419</b>	<b>80,204</b>	<b>85,421</b>	<b>92,438</b>
Without particle filter <sup>4)</sup>	41,342	32,301	23,138	20,371	14,015	4,199	3,734	3,342
With and without <sup>5)</sup> particle filter	24,543	35,339	47,187	52,358	51,404	76,005	81,687	89,096

## Retrofitting of diesel vehicles with particle filters<sup>1)2)3)</sup>

Number of retrofitted vehicles



<sup>1)</sup> Data for vehicles registered in Berlin

<sup>2)</sup> The environmental traffic zone has been in force since 1 January 2008. Vehicles with red, yellow and green vignettes are permitted to enter the zone.

<sup>3)</sup> Since 1 October 2010 the restrictions have been tightened: only vehicles with green vignettes are now allowed to enter the zone.

<sup>4)</sup> Diesel vehicles that received a yellow or red vignette as a result of their hazardous substance classification.

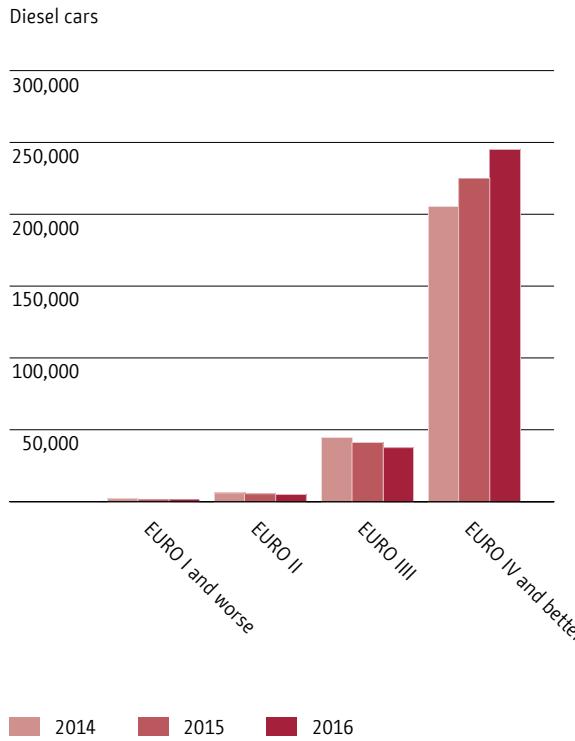
<sup>5)</sup> Diesel vehicles that received a green vignette even without a particle filter, as a result of their hazardous substance classification.

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

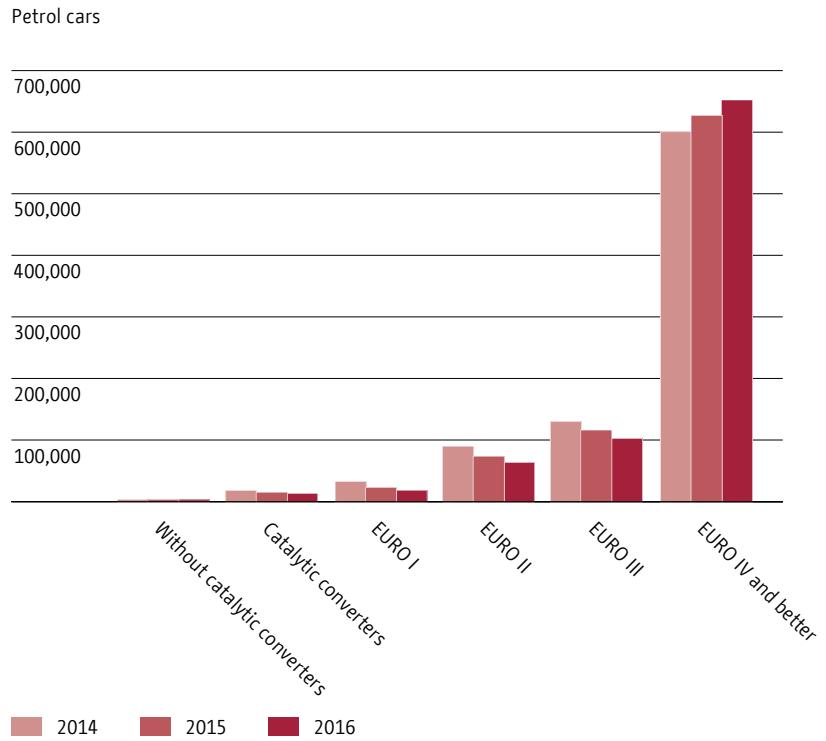
## Car classification by emission standard

	2014	2015	2016
<b>Diesel cars, total</b>	<b>256,427</b>	<b>271,805</b>	<b>287,251</b>
EURO I and worse	1,706	1,523	1,424
EURO II	5,800	5,147	4,580
EURO III	44,247	40,746	37,095
EURO IV and better	204,674	224,389	244,152
<b>Petrol cars, total</b>	<b>867,005</b>	<b>850,604</b>	<b>845,019</b>
Without catalytic converters	2,823	2,509	2,270
Catalytic converters	17,588	14,604	12,630
EURO I	32,000	21,942	17,835
EURO II	89,000	72,820	62,326
EURO III	128,535	115,103	101,443
EURO IV and better	597,059	623,626	648,515

### Diesel car classification by emission standard



### Petrol car classification by emission standard



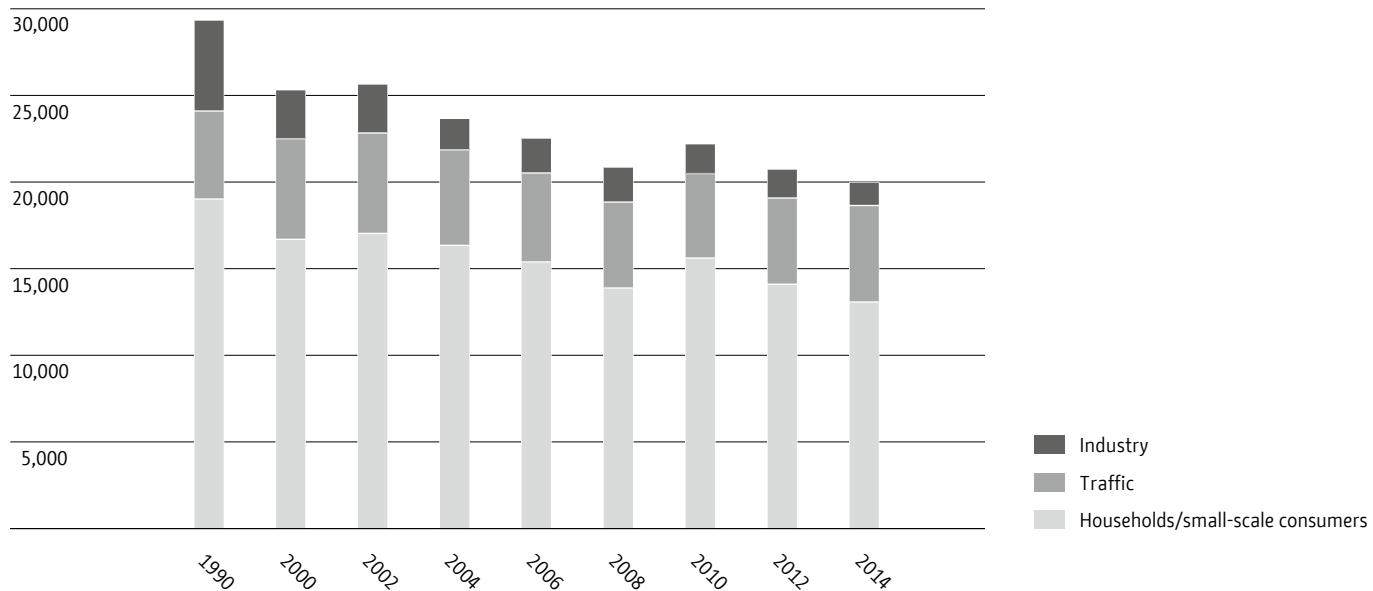
Source: Federal Motor Transport Authority (KBA)

## CO<sub>2</sub> emissions from end energy consumption (balance at source) by sector<sup>1)</sup>

	1990	2000	2002	2004	2006	2008	2010	2012	2014
CO <sub>2</sub> emissions, total (in 1,000 t)	29,215	25,217	25,547	23,577	22,406	20,776	22,225	20,662	19,921
Industry	5,224	2,810	2,815	1,809	2,001	2,012	1,723	1,663	1,353
Traffic	5,055	5,783	5,768	5,491	5,103	4,933	4,873	4,955	5,542
Road traffic	3,685	4,145	3,977	3,855	3,501	3,393	3,411	3,460	3,982
Rail traffic	973	818	956	800	629	538	496	537	513
Inland navigation	34	29	25	29	28	14	25	33	41
Air traffic	363	791	810	807	945	988	941	925	1.006
Households/small-scale consumers	18,939	16,624	16,965	16,277	15,302	13,831	15,628	14,044	13,025

## CO<sub>2</sub> emissions from end energy consumption (balance at source) by sector<sup>1)</sup>

Emissions in 1,000 t



<sup>1)</sup> The statistical report on the energy and CO<sub>2</sub> footprint is produced out at three-year intervals. It is published three years in arrears.

Source: Joint Statistics Office of the States of Berlin and Brandenburg – 'Energy and CO<sub>2</sub> footprint in Berlin 2014'

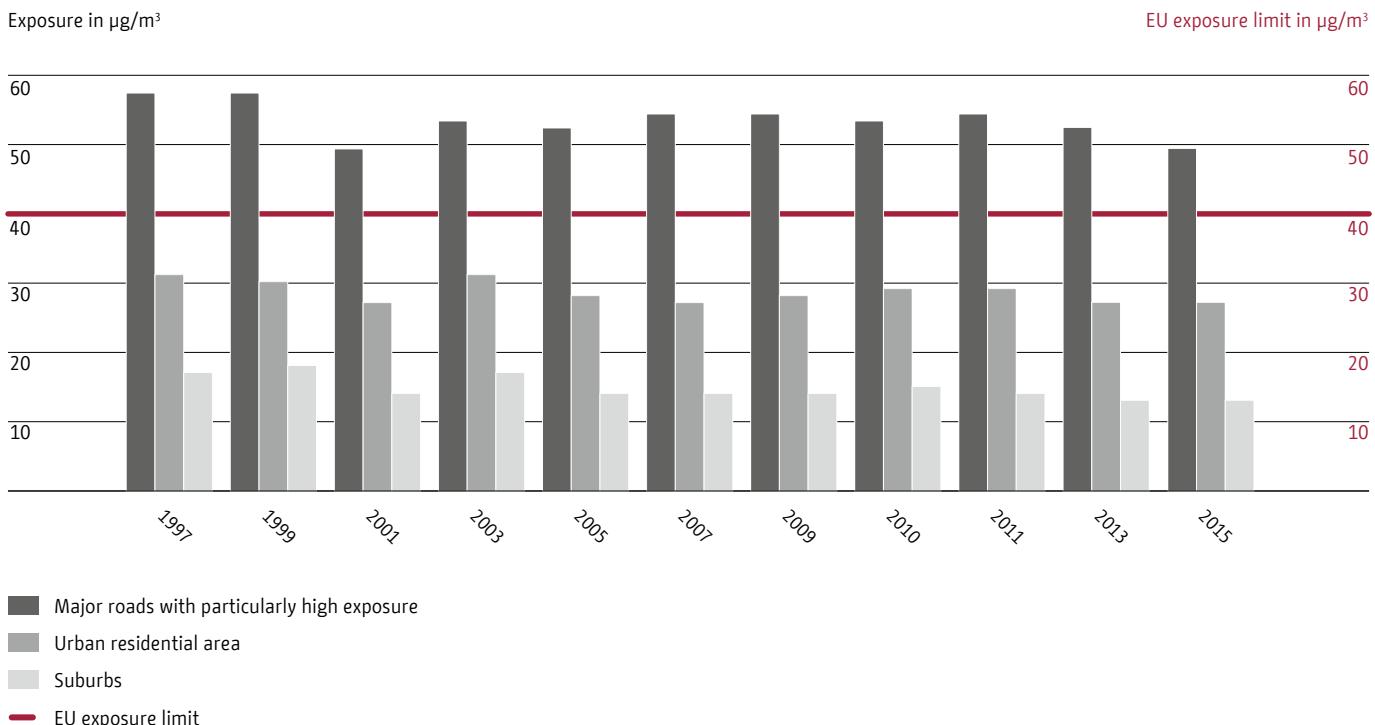
## Yearly average values of NO<sub>2</sub> exposure at selected air quality monitoring sites

	1997	1999	2001	2003	2005	2007	2009	2010	2011	2013	2015
<b>EU exposure limit (in µg/m<sup>3</sup>)</b>	40	40	40	40	40	40	40	40	40	40	40
Major roads with particularly high exposure (in µg/m <sup>3</sup> )	57	57	49	53	52	54	54	53	54	52	49
Urban residential areas (in µg/m <sup>3</sup> )	31	30	27	31	28	27	28	29	29	27	27
Suburbs (in µg/m <sup>3</sup> )	17	18	14	17	14	14	14	15	14	13	13

The tables and diagrams on this page do not describe the overall situation in Berlin. Individual monitoring sites have been selected to illustrate the trend in exposure hot spots. Monitoring sites on major roads are generally positioned at places where the highest pollutant concentrations and the greatest exceedance of exposure limits are to be expected.

The yearly average value of NO<sub>2</sub> exposure for major roads is composed of the average values of monitoring sites in Frankfurter Allee, Karl-Marx-Straße, Schildhornstraße and Silbersteinstraße. The yearly average value for residential areas is based on measurements made at monitoring sites in the districts of Neukölln, Schöneberg and Wedding. Data on the suburbs relate to monitoring sites in Buch, Friedrichshagen, Frohnau, Grunewald and Marienfelde.

## Yearly average values of NO<sub>2</sub> immissions at selected air quality monitoring sites



Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Yearly average values of PM<sub>10</sub> exposure at selected air quality monitoring sites

	2003	2005	2007	2009	2011	2013	2015
<b>EU exposure limit (in <math>\mu\text{g}/\text{m}^3</math>)<sup>1)</sup></b>	40	40	40	40	40	40	40
Major roads with particularly high exposure (in $\mu\text{g}/\text{m}^3$ )	42	37	30	31	30	27	26
Urban residential area (in $\mu\text{g}/\text{m}^3$ )	30	26	23	25	26	23	22
Suburbs (in $\mu\text{g}/\text{m}^3$ )	27	23	21	22	21	19	19
<b>EU exposure limit (in exceedance days/year)<sup>2)</sup></b>	35	35	35	35	35	35	35
Number of exceedance days	73	73	30	39	48	28	36

The tables and diagrams on this page do not describe the overall situation in Berlin. Individual monitoring sites have been selected to illustrate the trend in exposure hot spots. Monitoring sites on major roads are generally positioned at places where the highest pollutant concentrations and the greatest exceedance of exposure limits are to be expected.

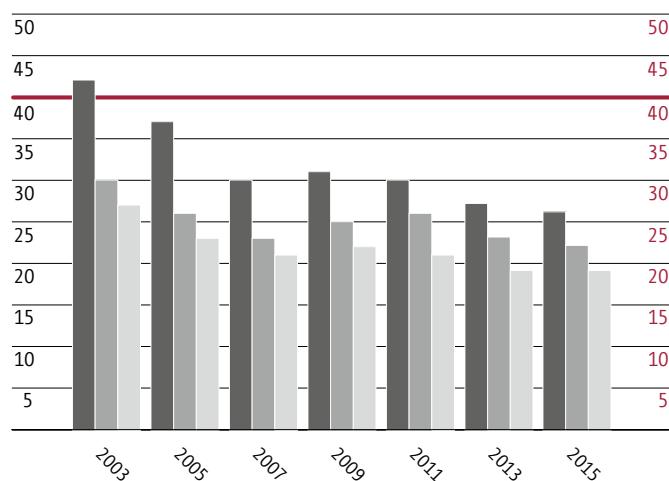
The yearly average value of PM<sub>10</sub> exposure for major roads is composed of the average values of monitoring sites in Frankfurter Allee, Karl-Marx-Straße, Schildhornstraße and Silbersteinstraße. The yearly average value for residential areas is based on measurements made at monitoring sites in the districts of Neukölln, Schöneberg and Wedding. Data on the suburbs relate to monitoring sites in Buch, Friedrichshagen, Frohnau, Grunewald and Marienfelde.

Data on the number of exceedance days relates solely to the monitoring site with the highest number of exceedance days. For the years under consideration this was exclusively the site in Frankfurter Allee.

## Yearly average values of PM<sub>10</sub> exposure at selected air quality monitoring sites

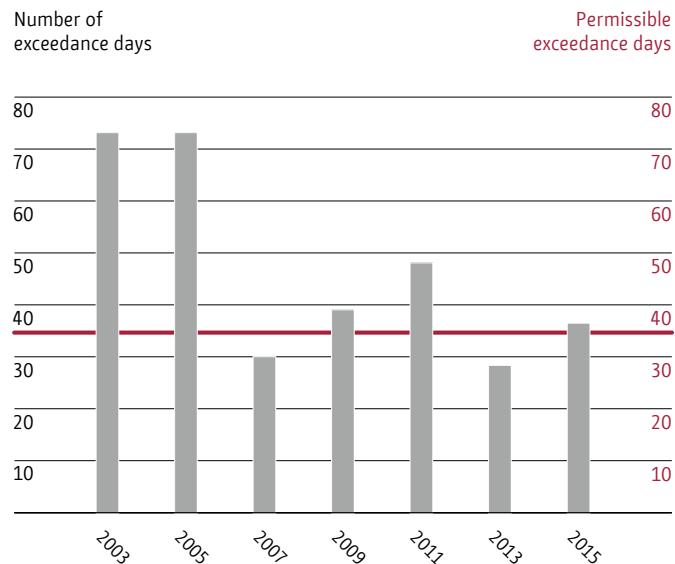
Immissions in  $\mu\text{g}/\text{m}^3$

EU exposure limit in  $\mu\text{g}/\text{m}^3$



- Major roads with particularly high exposure
- Urban residential area
- Suburbs
- EU exposure limit

## Exposure to PM<sub>10</sub> (number of exceedance days) at the air quality monitoring site in Frankfurter Allee



- Exceedance days
- EU exposure limit

<sup>1)</sup> For the yearly average value an EU exposure limit of 40  $\mu\text{g}/\text{m}^3$  applies

<sup>2)</sup> The daily exposure limit that may be exceeded 35 times per calendar year is 50  $\mu\text{g}/\text{m}^3$

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

# Noise



Noise is not just a nuisance – it can also damage your health. Continual high exposure to traffic noise above 65 dB(A) during the day or 55 dB(A) during the night increases the risk of cardiovascular disease. Traffic is the main cause of noise. Noise maps systematically chart the most important sources of noise and show where countermeasures



are needed particularly urgently. Noise action plans based on these maps set out the strategies that will be pursued in the coming years to combat traffic noise. The main priorities are improving infrastructure, improved noise protection in all planned new buildings and providing support for the installation of sound-proof windows.

Further information on the topic of noise can be obtained

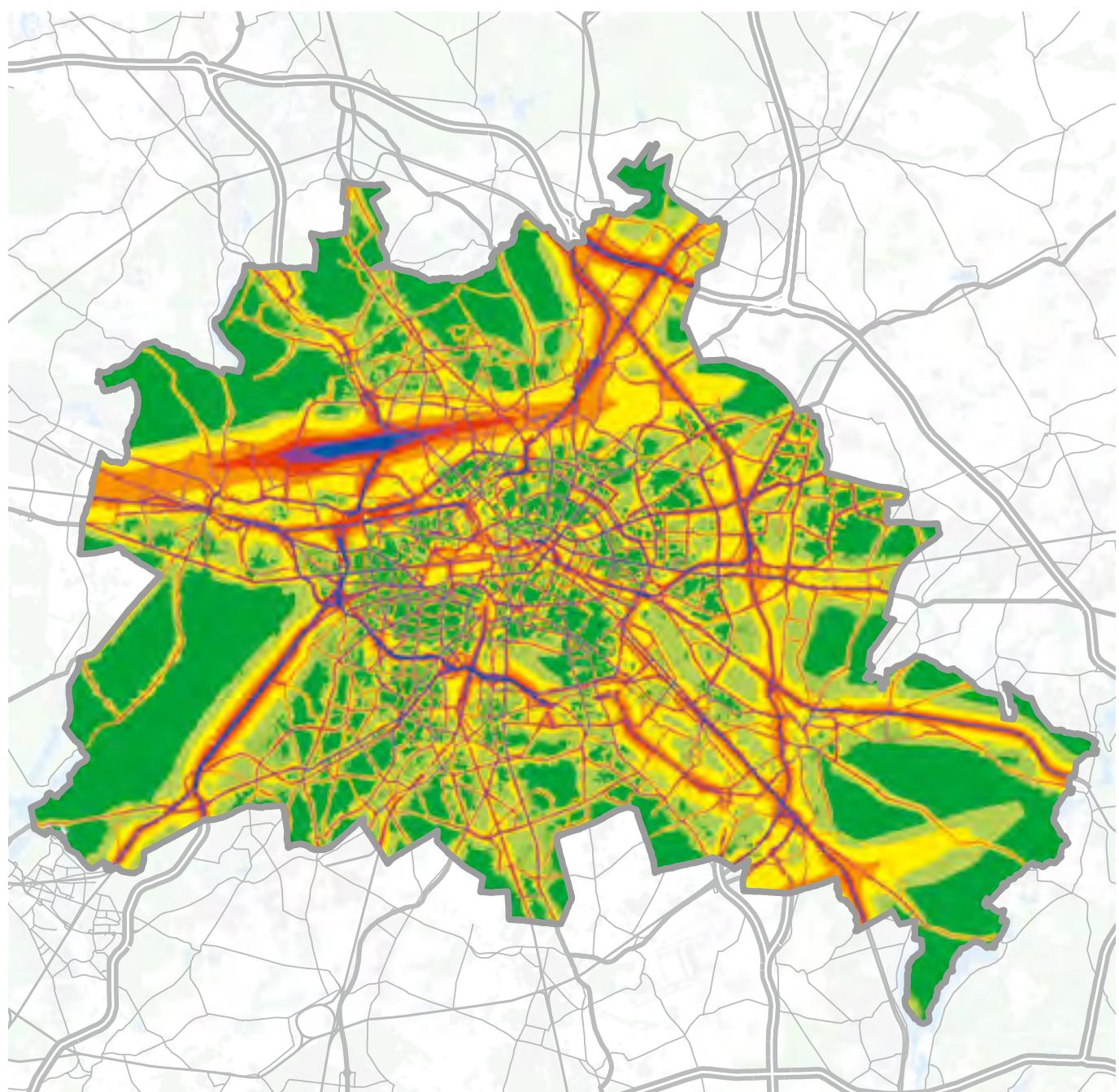
on noise mapping in Berlin at [www.berlin.de/senuvk/umwelt/laerm](http://www.berlin.de/senuvk/umwelt/laerm)

on noise abatement in Berlin at [www.stadtentwicklung.berlin.de/umwelt/umweltatlas](http://www.stadtentwicklung.berlin.de/umwelt/umweltatlas)

on the concept for a 30 km/h speed limit at night in Berlin at [www.stadtentwicklung.berlin.de/verkehr/politik/tempo/download/tempo30\\_nachts\\_flyer.pdf](http://www.stadtentwicklung.berlin.de/verkehr/politik/tempo/download/tempo30_nachts_flyer.pdf)

as well as more detailed information at [www.umweltbundesamt.de/themen/verkehr-laerm](http://www.umweltbundesamt.de/themen/verkehr-laerm)

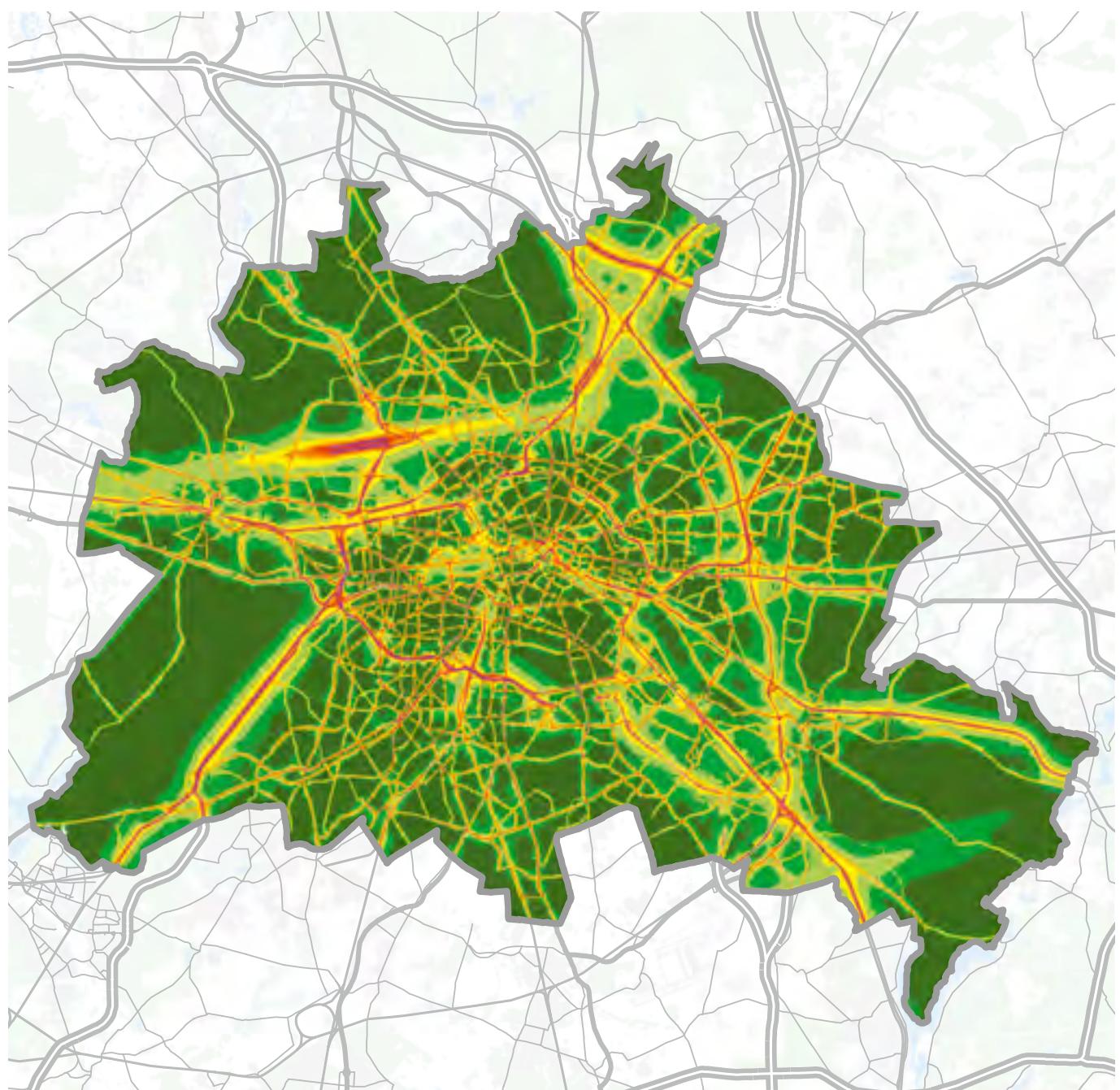
## Exposure to noise (superimposed) from road, rail and air traffic on daily average (2017)



Noise levels on daily average in dB(A)



Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

**Exposure to noise (superimposed) from road, rail and air traffic on daily average (2017)**

Noise levels at night (10 p.m. to 6 a.m.) in dB(A)

≤45	>60 to 65
>45 to 50	>65 to 70
>50 to 55	>70
>55 to 60	

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Areas, dwellings, schools and hospitals exposed to noise, on daily average (2017)

**Highly exposed with noise levels above 65 dB(A)**

<b>Road traffic including buses</b>	
Areas exposed to noise, in km <sup>2</sup>	90
Dwellings exposed to noise	141,700
Schools exposed to noise	56
Hospitals exposed to noise	18
<b>Trams and U-Bahn</b>	
Areas exposed to noise, in km <sup>2</sup>	7
Dwellings exposed to noise	9,500
Schools exposed to noise	2
Hospitals exposed to noise	1
<b>Rail traffic including S-Bahn</b>	
Areas exposed to noise, in km <sup>2</sup>	41
Dwellings exposed to noise	8,357
Schools exposed to noise	11
Hospitals exposed to noise	0
<b>Air traffic</b>	
Areas exposed to noise, in km <sup>2</sup>	11
Dwellings exposed to noise	13,300
Schools exposed to noise	4
Hospitals exposed to noise	1
<b>Trade &amp; industry</b>	
Areas exposed to noise, in km <sup>2</sup>	1
Dwellings exposed to noise	100
Schools exposed to noise	0
Hospitals exposed to noise	0

## Persons exposed to noise (2017)

Degree of noise nuisance	Considerable <sup>1)</sup>	High <sup>2)</sup>	Very high <sup>3)</sup>
<b>on daily average</b>			
Road traffic incl. buses	664,500	270,400	109,700
Trams and U-Bahn	90,300	18,000	2,100
Rail traffic incl. S-Bahn	157,100	15,300	3,400
Air traffic	281,900	25,300	2,500
Trade & industry	500	100	0
<b>during the night</b>			
Road traffic incl. buses	528,200	334,500	169,300
Trams and U-Bahn	66,500	30,700	10,000
Rail traffic incl. S-Bahn	118,800	41,300	9,100
Air traffic	92,500	16,400	1,000
Trade & industry	200	100	0

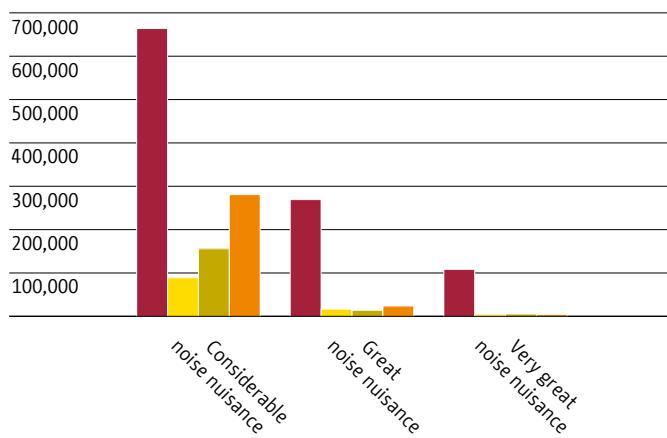
<sup>1)</sup> With noise levels above 55 dB(A) on daily average and above 50 dB(A) during the night

<sup>2)</sup> With noise levels above 65 dB(A) on daily average and above 55 dB(A) during the night

<sup>3)</sup> With noise levels above 70 dB(A) on daily average and above 60 dB(A) during the night

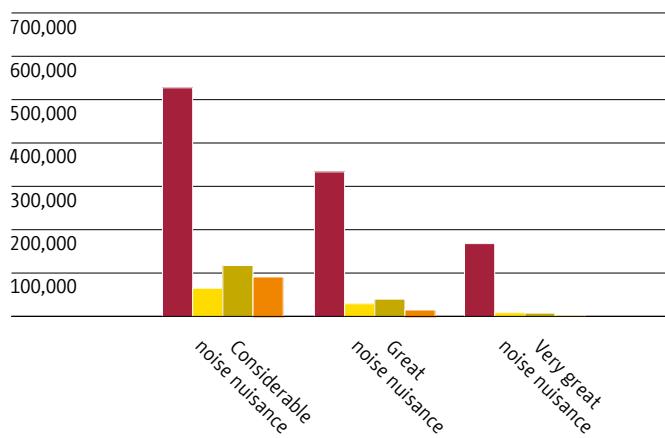
## Persons exposed to noise on daily average (2017)

Persons exposed to noise



## Persons exposed to noise during the night (2017)

Persons exposed to noise



# Costs and financing



Mobility costs money.

Subsidies for public passenger transport (BVG, S-Bahn, DB Regio, ODEG, NEB) amounted to a total of €578.3 million in 2015. Around €385.2 million was invested in the local rail infrastructure for S-Bahn, U-Bahn and trams in the same year. Of this, approximately €127.5 million was allocated to maintenance and new construction work on the U-Bahn, with €106 million allocated to maintenance and new construction on the tram network.



Every year, Berlin spends over €300 million on investments related to road construction, on the construction of pavements and cycle paths, and on maintaining Berlin's road network. Of these costs, those for operation and maintenance exceed spending on road construction.

Further information on the costs and financing of traffic

on the Berlin State Budget can be obtained from  
[www.berlin.de/sen/finanzen/haushalt](http://www.berlin.de/sen/finanzen/haushalt)

## Capital expenditure on road construction<sup>1)</sup>

	1995	1997	1999	2001	2003	2005	2007	2009	2011	2013	2015
<b>Expenditure on federal roads and motorways (in million euros)</b>	<b>65.7</b>	<b>65.9</b>	<b>70.8</b>	<b>70.9</b>	<b>64.5</b>	<b>84.9</b>	<b>63.8</b>	<b>34.3</b>	<b>61.9</b>	<b>47.5</b>	<b>119.8</b>
Capital costs	59.3	59.5	65.3	65.3	59.6	79.2	56.0	22.1	50.5	34.6	107.5
Maintenance	6.4	6.4	5.5	5.6	4.9	5.7	7.8	12.2	11.4	12.9	12.3
<b>Expenditure on road construction (in million euros)</b>	<b>229.4</b>	<b>187.5</b>	<b>122.4</b>	<b>78.0</b>	<b>70.9</b>	<b>71.7</b>	<b>48.7</b>	<b>49.8</b>	<b>33.8</b>	<b>28.0</b>	<b>27.0</b>
General road construction measures	69.2	41.5	27.7	15.2	16.3	19.7	23.4	21.2	14.1	3.8	8.0
Bridges and tunnels (state funds only)	64.0	102.1	40.3	22.5	15.3	27.3	7.7	13.6	3.3	2.5	3.1
Road construction in the government district in Berlin <sup>2)</sup>	3.0	17.6	20.6	15.9	18.7	10.9	5.7	5.3	8.6	1.5	0.5
Road construction in development zone (excluding the government district) <sup>3)</sup>	0.0	1.5	8.2	6.0	4.6	2.9	1.2	0.0	0.0	0.0	0.0
Road drainage	86.9	23.0	23.4	18.1	13.8	8.2	7.8	7.3	6.7	10.5	7.1
Road lighting (electricity and gas)	6.3	1.8	2.2	0.3	2.2	2.7	2.9	2.4	1.1	9.7	8.3
<b>Expenditure on road maintenance (in million euros)</b>	<b>211.5</b>	<b>166.9</b>	<b>142.5</b>	<b>111.0</b>	<b>93.9</b>	<b>108.6</b>	<b>156.2</b>	<b>153.8</b>	<b>182.6</b>	<b>176.3</b>	<b>152.2</b>
General road construction measures	53.1	35.7	36.7	27.1	21.4	34.8	34.9	38.0	57.6	62.8	37.9
Bridges and tunnels (state funds only)	39.7	32.2	27.8	19.3	4.4	7.5	14.6	9.6	10.6	6.5	11.6
Road drainage	75.8	67.2	55.7	55.7	55.7	55.7	92.6	95.5	104.3	98.1	93.2
Road lighting (electricity and gas)	42.9	31.8	22.3	8.9	12.4	10.6	14.1	10.7	9.8	8.9	9.5
<b>Expenditure on traffic signal systems and other technical systems (in million euros)<sup>4)</sup></b>	<b>31.2</b>	<b>17.4</b>	<b>18.2</b>	<b>15.8</b>	<b>14.2</b>	<b>14.5</b>	<b>14.5</b>	<b>15.8</b>	<b>14.8</b>	<b>14.8</b>	<b>13.2</b>
<b>Energy costs for road lighting and road control systems (in million euros)</b>	<b>30.2</b>	<b>26.4</b>	<b>14.6</b>	<b>15.5</b>	<b>18.0</b>	<b>17.6</b>	<b>26.5</b>	<b>28.4</b>	<b>27.9</b>	<b>26.8</b>	<b>22.3</b>

<sup>1)</sup> The table covers major expenditure on road construction and road maintenance. The costs of road cleaning, personnel etc. are not included.

<sup>2)</sup> Including bridge construction and federal contribution to costs

<sup>3)</sup> Including road drainage

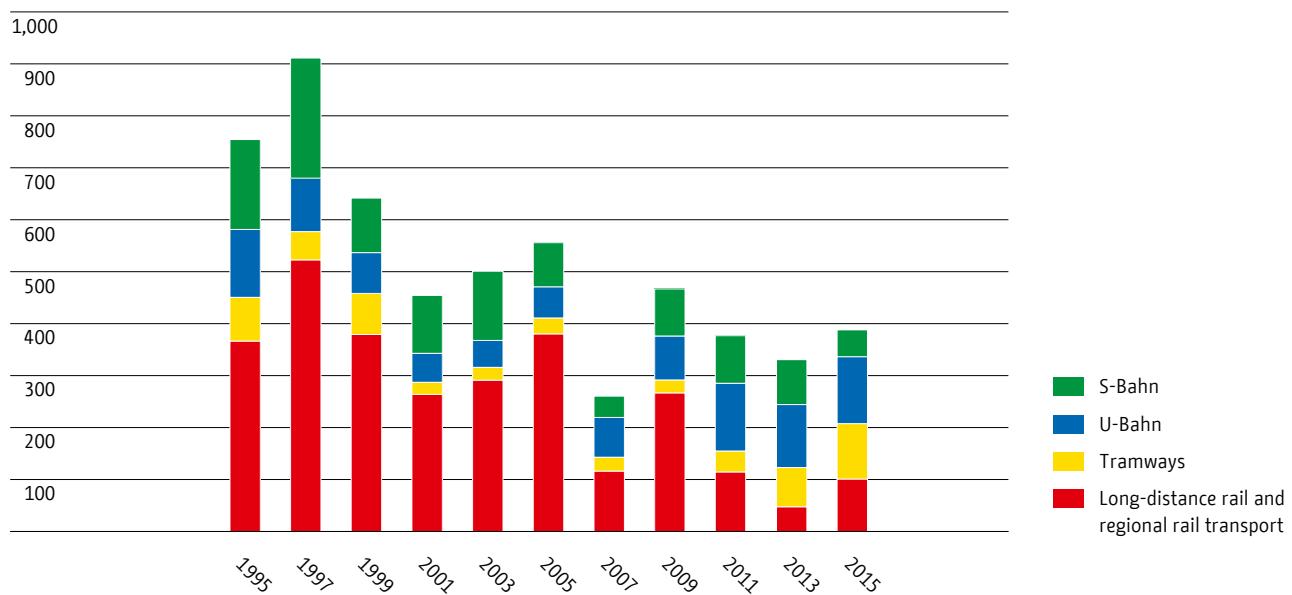
<sup>4)</sup> Including software for road control systems

## Capital expenditure on public transport<sup>1)</sup>

	1995	1997	1999	2001	2003	2005	2007	2009	2011	2013	2015
<b>Capital expenditure, total (in million euros)</b>	<b>751.6</b>	<b>907.8</b>	<b>639.4</b>	<b>452.8</b>	<b>499.2</b>	<b>553.9</b>	<b>259.4</b>	<b>465.2</b>	<b>375.6</b>	<b>328.8</b>	<b>385.2</b>
<b>S-Bahn<sup>2)</sup></b>	<b>172.3</b>	<b>230.2</b>	<b>104.5</b>	<b>110.9</b>	<b>132.6</b>	<b>84.5</b>	<b>40.8</b>	<b>90.1</b>	<b>91.1</b>	<b>86.5</b>	<b>51.7</b>
<b>U-Bahn, total</b>	<b>130.1</b>	<b>102.4</b>	<b>78.2</b>	<b>55.5</b>	<b>51.6</b>	<b>59.7</b>	<b>76.2</b>	<b>84.2</b>	<b>129.8</b>	<b>120.0</b>	<b>127.5</b>
Major repairs	101.3	79.1	59.0	43.2	44.4	42.2	55.7	68.6	103.6	47.7	52.8
New construction	28.8	23.3	19.2	12.3	7.2	17.5	20.5	15.6	26.2	72.3	74.7
<b>Tramways, total</b>	<b>83.8</b>	<b>54.2</b>	<b>78.7</b>	<b>23.1</b>	<b>24.5</b>	<b>30.5</b>	<b>26.2</b>	<b>24.8</b>	<b>40.1</b>	<b>75.1</b>	<b>106.0</b>
Major repairs	53.7	41.6	59.5	20.0	20.9	23.4	18.7	22.1	37.8	70.6	103.8
New construction	30.1	12.6	19.2	3.1	3.6	7.1	7.5	2.7	2.3	4.5	2.2
<b>Subtotal</b>	<b>386.2</b>	<b>386.8</b>	<b>261.4</b>	<b>189.5</b>	<b>208.7</b>	<b>174.7</b>	<b>143.2</b>	<b>199.1</b>	<b>261.0</b>	<b>281.6</b>	<b>285.2</b>
<b>Long-distance rail and regional rail transport</b>	<b>365.4</b>	<b>521.0</b>	<b>378.0</b>	<b>263.3</b>	<b>290.5</b>	<b>379.2</b>	<b>116.2</b>	<b>266.1</b>	<b>114.6</b>	<b>47.2</b>	<b>100.0</b>

## Capital expenditure on public transport

Capital expenditure in million euros



<sup>1)</sup> Without repair and maintenance measures and rolling stock procurement

<sup>2)</sup> all data including Federal government funding for S-Bahn renovation and including S-Bahn works in Brandenburg, with Federal government subsidies decreasing in comparison to the 1990s

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin; Federal Ministry of Transport and Digital Infrastructure; DB AG

## Subsidies for public transport

	1999	2001	2003	2005	2007	2009	2010	2011	2012	2013	2014	2015
<b>Subsidies, total (in million euros)</b>	<b>703,0</b>	<b>652,4</b>	<b>655,1</b>	<b>682,9</b>	<b>577,6</b>	<b>487,4</b>	<b>481,8</b>	<b>505,9</b>	<b>542,1</b>	<b>535,5</b>	<b>573,8</b>	<b>578,3</b>
BVG	470,9	420,3	420,3	420,3	307,3	250,0 <sup>3)</sup>	250,0	250,0	263,0	269,2	284,0	287,0
S-Bahn	221,4	221,4	190,6	217,5	225,1	190,1 <sup>4)</sup>	184,9 <sup>5)</sup>	206,8 <sup>6)</sup>	232,4 <sup>7)</sup>	219,1	244,8	245,3
DB Regio	10,7	10,7	44,2	42,2	40,4	42,9	43,1	44,2	43,1	34,2	31,8	33,4
ODEG (Ostdeutsche Eisenbahn GmbH) <sup>1)</sup>					2,9	3,0	2,8	2,2	2,9	2,1	11,5	11,7
NEB (Niederbarnimer Eisenbahn AG) <sup>2)</sup>						1,8	1,6	1,6	2,0	1,5	1,5	3,8

<sup>1)</sup> In operation since 2005<sup>2)</sup> In operation since 2006<sup>3)</sup> Since 01.01.2008 funding in accordance with the transportation contract<sup>4)</sup> Subsidies for rail traffic only in place since the introduction of the rail reform<sup>5)</sup> Deductions resulting from impaired performance of around €52 million, available for public transportation elsewhere<sup>6)</sup> Deductions resulting from impaired performance of around €40.6 million, available for public transportation elsewhere

plus energy cost increases of around € 7 million

<sup>7)</sup> Deductions resulting from impaired performance of around €11,8 million, available for public transportation elsewhere

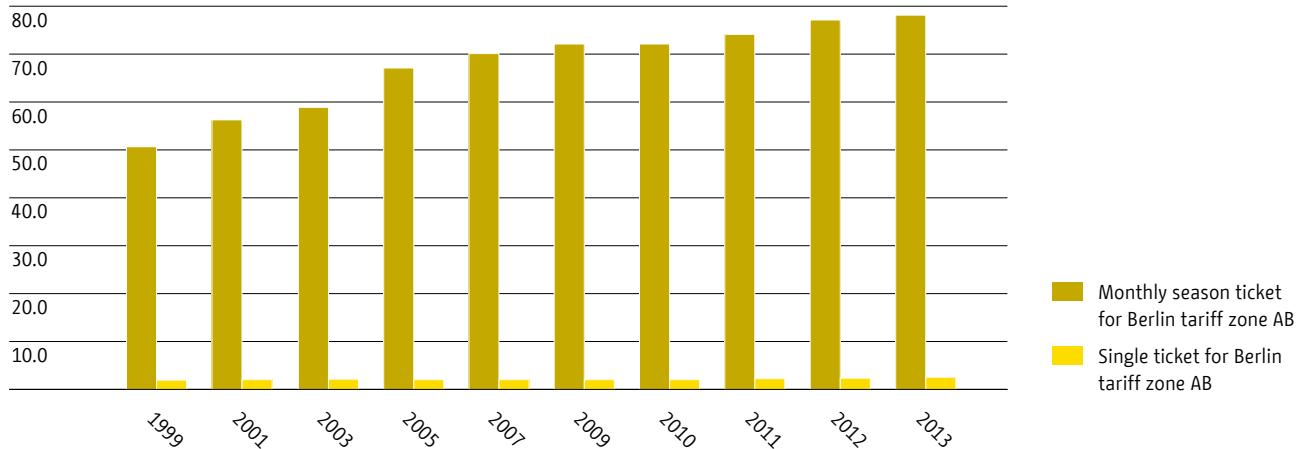
Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

## Public transport ticket prices

	1999	2001	2003	2005	2007	2009	2011	2013	2015	2017
<b>Single ticket for Berlin tariff zone AB<sup>1)</sup></b>	<b>1.99</b>	<b>2.15</b>	<b>2.20</b>	<b>2.10</b>	<b>2.10</b>	<b>2.10</b>	<b>2.30</b>	<b>2.60</b>	<b>2.70</b>	<b>2.80</b>
<b>Monthly season ticket for Berlin tariff Zone AB<sup>2)</sup></b>	<b>50.62<sup>3)</sup></b>	<b>56.24<sup>3)</sup></b>	<b>58.50<sup>3)</sup></b>	<b>67.00</b>	<b>70.00</b>	<b>72.00</b>	<b>74.00</b>	<b>78.00</b>	<b>79.50</b>	<b>81.00</b>
<b>Monthly travel pass for Berlin tariff zone AB as part of an annual subscription<sup>2)</sup></b>	<b>42.18<sup>3)</sup></b>	<b>46.87<sup>3)</sup></b>	<b>48.75<sup>3)</sup></b>	<b>55.83</b>	<b>55.83</b>	<b>57.50</b>	<b>57.92</b>	<b>60.17</b>	<b>61.67</b>	<b>63.42</b>
<b>Annual season ticket for Berlin tariff zone AB (one-off payment)<sup>2)</sup></b>	<b>481.13<sup>3)</sup></b>	<b>509.76<sup>3)</sup></b>	<b>556.00<sup>3)</sup></b>	<b>650.00</b>	<b>650.00</b>	<b>670.00</b>	<b>695.00</b>	<b>722.00</b>	<b>740.00</b>	<b>761.00</b>

## Public transport ticket prices

Ticket price in euros



<sup>1)</sup> Since 2004, single tickets are only valid for travel in one direction for a limited period of time

<sup>2)</sup> Since 2004, monthly season tickets include an additional service: an accompanying person can travel at no extra charge at certain times

<sup>3)</sup> Standard VBB-area ticket (Umweltkarte)

Source: Senate Department for the Environment, Transport and Climate Protection, Berlin

# Sustainability indicators



Transportation makes urban life as we know it possible. It takes us to different places, and provides the city with essential goods and products.

However, in many areas it gives rise to conflict. For this reason, recognizing unfavorable developments in time and taking action against them are major aspects when surveying the traffic situation in Berlin. The aim is to guarantee economically, ecologically, and socially sustainable mobility for Berlin. 'Sustainable' means ensuring mobility of



people and goods without excessive, long-term harm to human beings and the environment. Suitable topics to illustrate these developments are:

- Selected data on costs and financing
- Effects of traffic on the environment
- Road safety, accessibility and urban areas

The most important indicators for these three fields are as follows.

## Selected data on traffic, costs and financing

→ Chapter:  
Characteristics of  
mobility, page 12 ff.

The objective of traffic planning in Berlin is the strengthening of ***environment-friendly modes*** of transport (walking, cycling and public transport).

→ Chapter:  
Characteristics of  
mobility, page 20 ff.

Ideally, Berlin's lower private ***car ownership*** in comparison to other cities should remain at least stable.

→ Chapter:  
Freight transport,  
page 56 ff.

The share of ***freight*** transported by rail or inland navigation should increase.

→ Chapter:  
Costs and financing  
of traffic, page 92 ff.

The ***costs*** of maintenance and expansion of the traffic system should remain affordable

## Effects of traffic on the environment

**Air quality** in the city should improve. The number of low-emission vehicles should be increased, and air pollutant emission limits should be complied with to a greater extent.

→ Chapter:  
Air quality and climate protection, page 78 ff.

Berlin's contribution to **climate protection** should increase. CO<sub>2</sub> emissions from traffic should be reduced.

→ Chapter:  
Air quality and climate protection, page 83

Traffic-related **exposure to noise** should be reduced. This concerns, in particular, the number of persons subject to long-term exposure that endangers health.

→ Chapter:  
Noise, page 91

## Road safety, accessibility and urban areas

**Road safety** should be increased. This means that not only the number of accidents but also the number of accident victims should fall.

→ Chapter:  
Road safety,  
page 70 ff.

An important element is the guaranteeing of mobility for all traffic participants. The number of **barrier-free** stations should increase.

→ Chapter:  
Public transport,  
page 36

Permissible **maximum motor vehicle speed** must be adapted to the urban environment.

→ Chapter:  
Motor vehicle traffic,  
page 49 ff.

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**Berlin, December 2017**



Demographic change and evolving mobility requirements necessitate a constant review of assumptions for both traffic planning and transport policy. Reliable data and facts on the traffic situation and its development in Berlin are a key foundation for this review process.

Our 'Mobility in the City – Berlin Traffic in Figures' brochure provides you with a wide, broad-based overview of this information. Tables, timelines, and maps clearly illustrate the current state, progress, and consequences of traffic in Berlin. This is the seventh edition of the brochure since 2001. The information it provides serves as a source of basic details for management, political decision-makers and members of the public with a specialist interest, as well as economists and scientists.

Berliners are always on the go, meaning they also spend a lot of time in traffic. In comparison to other major cities in Germany, Berlin continues to have a remarkably low vehicle ownership rate with around 326 cars per 1,000 inhabitants. More and more people are travelling on foot or by bicycle, and the number of passengers using the public transport network continues to increase. This means Berlin is facing the challenge of meeting the increasing demand for eco-mobility and new mobility requirements.

The region is growing, affecting both Berlin and the surrounding area. The result of this growth in an increasing number of commuters to and from Berlin. In Berlin, around one-tenth of the population is exposed to traffic-related noise, which is potentially harmful to your health after prolonged exposure. And although Berlin's air has improved over the last few years, its quality continues to be negatively affected by motorised road traffic. Taking the increasing number of inhabitants and the resultant higher volumes of traffic into account, noise reduction, air pollution control and environmental protection measures are essential for maintaining air quality in the city.