**MOBILITY ANALYSIS**

- **Performance and resilience**
  - Transit supply
  - Resilience and reliability
  - Road safety
  - Integrated and shared mobility
  - Air quality

- **Vision and leadership**
  - Vision and strategy
  - Investment
  - Innovation
  - Regulatory environment
  - Environmental sustainability

- **Service and inclusion**
  - Public transit coverage
  - Affordability
  - Versatility
  - Customer satisfaction
  - Ease of use

**KEY MOBILITY STATISTICS**

- **Metro, tram, bus, rail**
  - Public transit options
  - 39.8 hours/year
  - Time spent in congestion

- **Average public transit pass/month**
  - $117

- **GDP (OECD report, 2012)**
  - $165.38 billion

- **Major transit authority**
  - Berliner Verkehrsbetriebe (BVG)

**JOURNEY MODAL SPLIT**

- **PRIVATE CAR**
  - 30%

- **PUBLIC TRANSIT**
  - 22%

- **WALKING**
  - 31%

- **BICYCLE**
  - 13%

- **OTHER**
  - 4%

**FUTURE OF MOBILITY ANALYSIS**

- **Berlin**
  - Significant work to do
  - Proactive environment, a number of barriers
  - Proactive environment, few barriers
  - Passive environment, a number of barriers

**STRENGTHS**

- A number of open data portals covering a range of transport indicators
- Strong network of universities, research labs and private sector operators developing new mobility solutions, including autonomous vehicles
- Growing network of start-ups in transport and a number of meet-up events

**CHALLENGES**

- Regulatory upgrade around autonomous vehicles related to liability, safety issues and data collection
- National reliance on coal for power generation is affecting air quality with high carbon dioxide emissions per capita
- Berlin has a well-designed tram network but the majority of the network covers only the eastern half of the city
**MOBILITY ANALYSIS FURTHER DETAILS:**

### Performance and resilience

Berlin is regarded as a global leader for its excellent transport system that scores highly across all aspects of performance.
- **Modal mode split:** With 70 percent of trips made by public or active transport, Berlin has developed a system that facilitates efficient and sustainable urban mobility, as demonstrated by its low congestion and traffic fatality rates.
- **Successful modal shifts:** Berlin has induced a 20 percent decrease in car travel and a 25 percent increase in active transport since 1998, through measures such as the introduction of a low-emission zone and investment in the cycling infrastructure.
- **Excellent safety and reliability:** Heavy investment in infrastructure and public transport have made Berlin’s transport system one of the safest and most reliable.

### Vision and leadership

As the capital of a country well known for its innovation in the automobile sector and, more recently in sustainability policies, Berlin achieves top scores in vision & leadership.
- **Visionary 2030 transportation strategy:** Berlin has an ambitious and comprehensive plan focused on anticipating future needs of residents, aiming to meet their needs while improving the quality of life for citizens and making the city more sustainable.
- **The approval of self-driving vehicles law in 2017:** Will clear the way for the development and testing of autonomous vehicles and make road traffic safer and more efficient.
- **A national mandate:** By 2030, all new cars made in Germany will be electric. Berlin already has a large number of operational charging points, wirelessly charged electric buses, and has developed an Action Plan for Electromobility 2020.

### Service and inclusion

Berlin scores well for accessibility for its extensive transport network but due to high fares and relatively low median income, affordability remains problematic for some users.
- **Easily accessible public transport:** Berlin has good access to public transport due to the metropolitan heavy rail network (the second-densest in our sample), and an extensive bus and tram network.
- **Interlinking and re-designing of entry and exit points:** Major transit hubs to the city road network can be improved. For example, roads leading to Berlin Tegel Airport and Berlin Schönefeld Airport are often congested during the peak hour.
- **No smart cards for travel:** The city does not have a physical smart card system and is reliant on a mobile app for smart ticketing; while benefiting some riders, it is less convenient for others, such as those without smartphones, or tourists unwilling to incur roaming charges.

**SUMMARY**

The outlook for Berlin’s transport network is bright overall with a number of innovative schemes undertaken or planned. These can further enhance Berlin’s strong position in the mobility index due to its integrated and extensive network.

The various problems connected to the opening of Berlin Brandenburg Airport and continued delays and uncertainty surrounding Tegel and Schönefeld Airports lead to continued pinch points in the network. Furthermore, changing the landscape in the regulatory regime is likely to support the city’s ability to take advantage of the new mobility solutions and become a global leader in developing mobility technologies.

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