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Senatsverwaltung
für Stadtentwicklung
und Umwelt | be Berlin

Mobility in the City

Berlin Traffic in Figures
2013

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2013

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Foreword

Mobility builds our future

Berlin possesses a complex and highly efficient traffic system. Without this, no metropolis could function – people could not get to work, school or education facilities, goods and merchandise could not be delivered, tourists would not be able to see the sights or enjoy all the city has to offer.

But the demands on our traffic system are subject to constant change. The expanding city of Berlin, and the positive growth of its economy, present new challenges; new technologies change patterns of mobility, and our plans must respond to these altered basic conditions.

Long-term, strategic, integrated planning is required in order to ensure that the conditions for public, private and commercial traffic can meet these manifold challenges. The Ministry of Urban Development of the

State of Berlin makes use of various planning mechanisms to create a city for you that will remain mobile in the future.
We have been regularly publishing our figures, time series, and maps for Berlin traffic since 2001. Our ‘Mobility in the City – Berlin Traffic in Figures’ brochure ensures transparency, and provides you with a broad overview of the current state of, and trends in, traffic in Berlin.

Michael Müller
Mayor and Senator for Urban Development
and the Environment of the State of Berlin

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. At around 3.4 million, the population of Berlin for 2012 is roughly at

the same level as in 1991. The number of households in Berlin, however, reveals a rise. Above all, the number of single-person households has increased, by 34 % in the last 15 years.

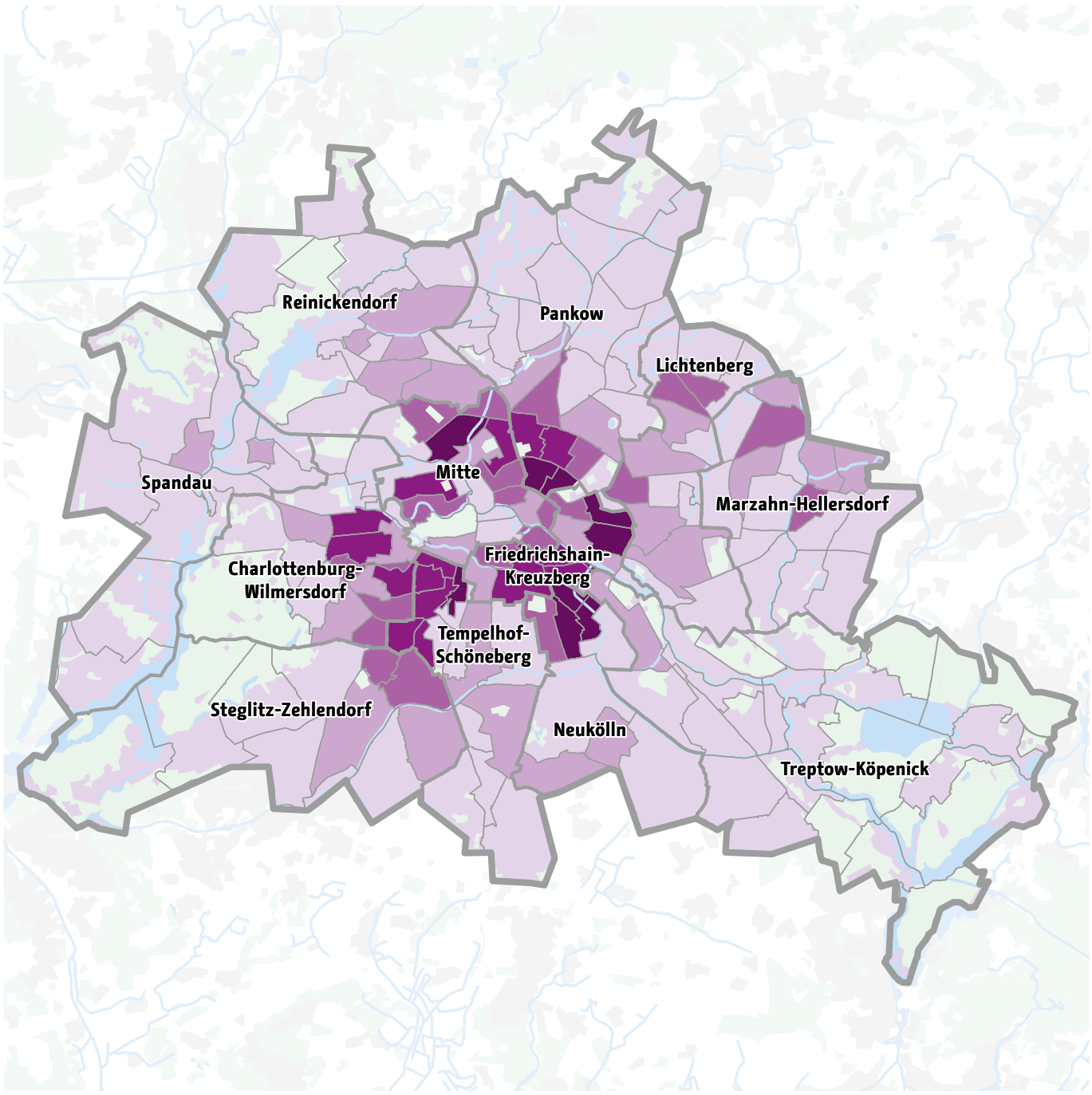
More people are leaving Berlin to live in its surroundings than are moving in from them. This is in correlation with the ever-constant increase in the number of commuters, even if it is relatively small compared with other metropolitan areas.

You can obtain further information on basic structural data

for Berlin at
www.statistik-berlin-brandenburg.de
www.stadtentwicklung.berlin.de/umwelt/umweltatlas

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

Population density by statistical area (2012)



Population density in inhabitants per 1,000 m²

- < 5
- 5 to < 10
- 10 to < 15
- 15 to < 20
- ≥ 20
- Berlin
- District
- Statistical area

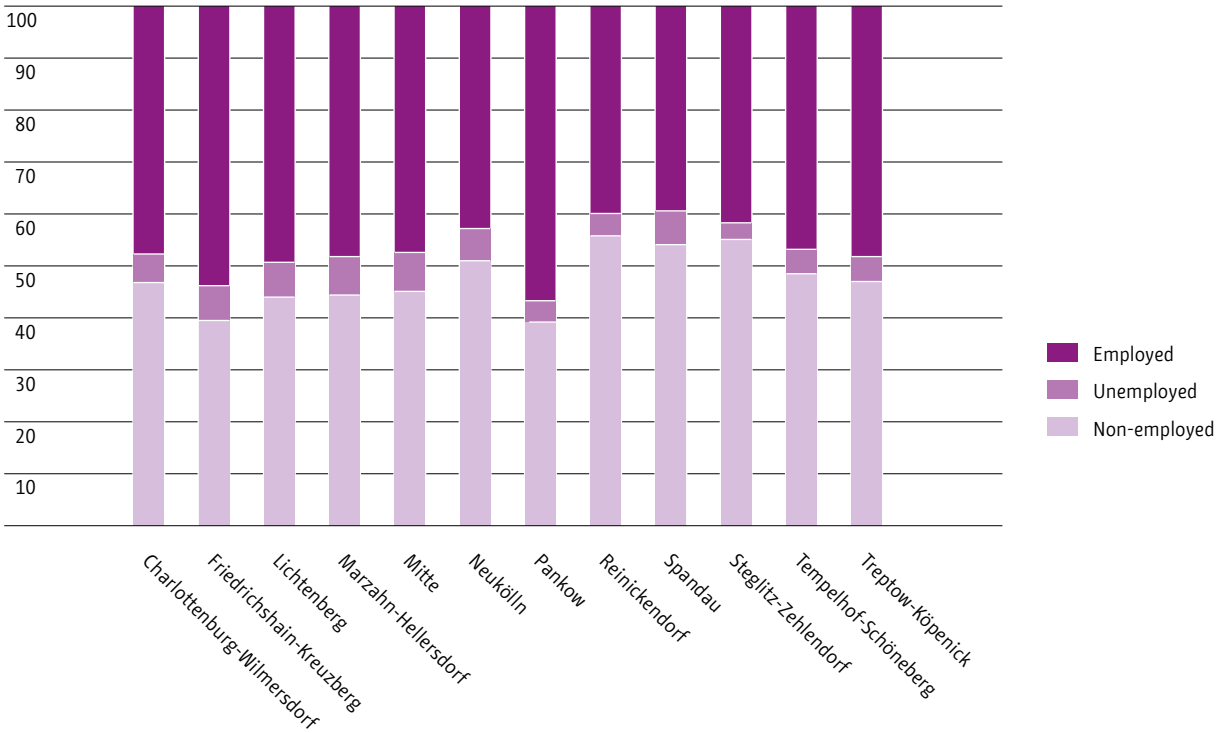
Source: Joint Statistics Office of the States of Berlin and Brandenburg; Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Population and labour market participation by district (2012)[1)]

District	Population	Employed	Unemployed	Non-employed
Charlottenburg-Wilmersdorf	298,567	47.7 %	5.5 %	46.8 %
Friedrichshain-Kreuzberg	259,483	53.8 %	6.7 %	39.5 %
Lichtenberg	258,586	49.3 %	6.7 %	44.0 %
Marzahn-Hellersdorf	248,786	48.2 %	7.4 %	44.4 %
Mitte	329,969	47.4 %	7.5 %	45.1 %
Neukölln	308,342	42.8 %	6.2 %	51.0 %
Pankow	364,794	56.7 %	4.1 %	39.2 %
Reinickendorf	243,239	39.9 %	4.3 %	55.8 %
Spandau	218,935	39.4 %	6.5 %	54.1 %
Steglitz-Zehlendorf	281,604	41.7 %	3.2 %	55.1 %
Tempelhof-Schöneberg	320,917	46.8 %	4.7 %	48.5 %
Treptow-Köpenick	242,000	48.2 %	4.8 %	47.0 %
Berlin	**3,375,222**	**47.2 %**	**5.6 %**	**47.2 %**

Population and labour market participation by district (2012)[1)]

Proportion in each employment group according to district, in percentages



[1)] Population of Berlin according to districts as of 31 December 2012 – population projection based on census of 9 May 2011

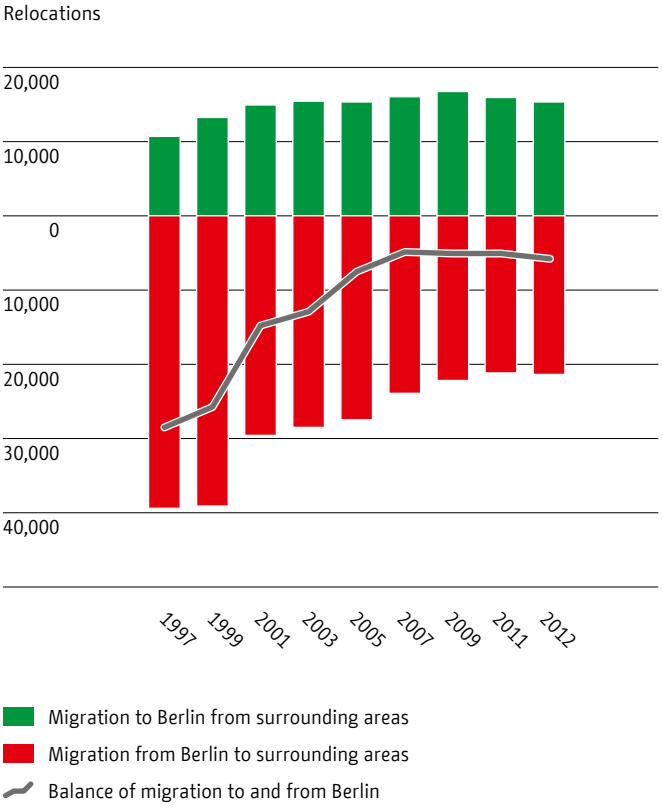
Source: Joint Statistics Office of the States of Berlin and Brandenburg, results of microcensus, own calculation

Population development in Berlin and migration movements to and from surrounding areas[1)]

	1997	1999	2001	2003	2005	2007	2009	2011	2012
Population of Berlin	**3,425,759**	**3,386,667**	**3,388,434**	**3,388,477**	**3,395,189**	**3,416,255**	**3,442,675**	**3,326,002**	**3,375,222**
Households in Berlin, total (in 1.000)	**1,804**	**1,811**	**1,861**	**1,885**	**1,898**	**1,941**	**1,988**	**1,995**	**2,031**
Single-person households (in 1.000)	**821**	**856**	**911**	**945**	**963**	**1,028**	**1,074**	**1,079**	**1,103**
Migration to Berlin, total	**112,609**	**122,449**	**125,324**	**116,141**	**117,082**	**126,947**	**143,852**	**158,864**	**164,577**
Migration to Berlin from surrounding areas	10,522	13,017	14,813	15,336	15,243	15,968	16,662	15,889	15,267
Migration from Berlin, total	**139,535**	**129,469**	**114,857**	**115,664**	**106,881**	**114,951**	**133,335**	**119,443**	**123,253**
Migration from Berlin to surrounding areas	38,507	38,263	29,226	27,839	26,814	23,360	21,600	20,610	20,867
Balance of migration to surrounding areas	**27,985**	**25,246**	**14,413**	**12,503**	**11,571**	**7,392**	**4,938**	**4,721**	**5,600**

Population development[1)]

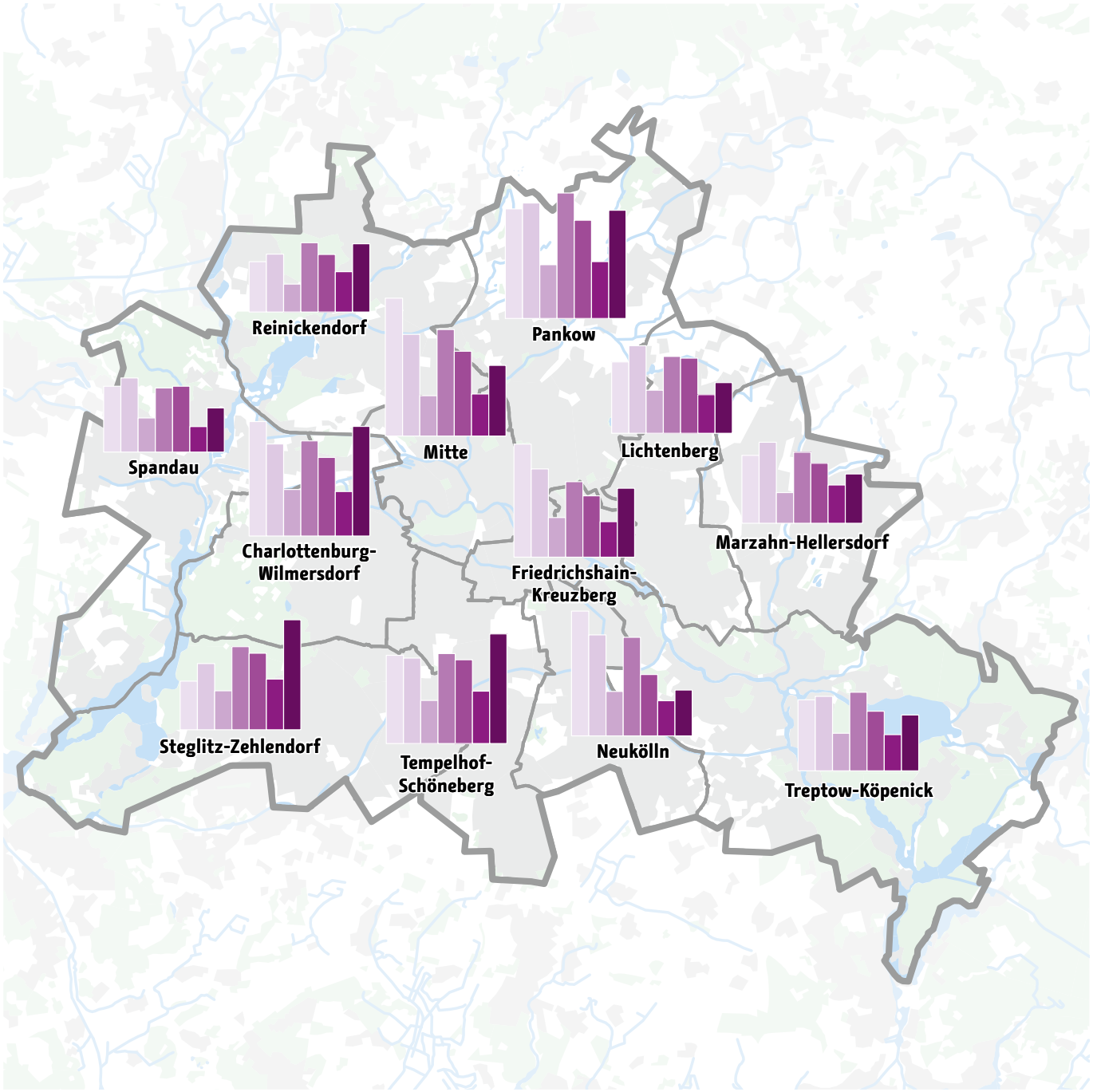
Migration movements to and from surrounding areas



[1)] Population figures for the years 1995 to 2009 are based on the old population projection. The data for the years 2011 and 2012 are derived from population projections based on the census of 9 May 2011. This data is provisional.

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

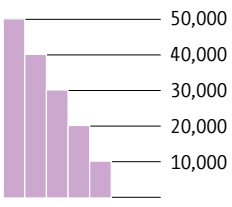
Net monthly household income of private households by district (2012)



Net household income in €

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

Number of households



Source: Joint Statistics Office of the States of Berlin and Brandenburg, results of a sample censu
Content processing: LK Argus GmbH

Characteristics of mobility

On average, each Berliner makes three journeys per day, and in the process spends about 70 minutes in traffic. An interesting figure is that the proportion of journeys on foot in Berlin is almost as high as that of journeys covered by car.

It is clear that inhabitants demonstrate different traffic behaviors depending on where they live in the city. Inhabitants of the Friedrichshain-Kreuzberg and Mitte districts make more journeys on foot than the inhabitants of other districts; for cycle traffic, the highest proportions

are found in the Friedrichshain-Kreuzberg and Pankow districts; for public transportation, Lichtenberg and Marzahn-Hellersdorf; and for road vehicles, Reinickendorf and Spandau. Traffic behaviors depend on several factors. Forward-looking traffic planning and policy can create suitable basic conditions to guarantee mobility and the most environmentally friendly transportation possible.

Further information on basic mobility data can be obtained

for Berlin at
www.stadtentwicklung.berlin.de/verkehr

and nationwide data at
http://tu-dresden.de/die_tu_dresden/fakultaeten/vkw/ivs/vip/srv
www.mobilitaet-in-deutschland.de

Mobility profile (2008)[1)]

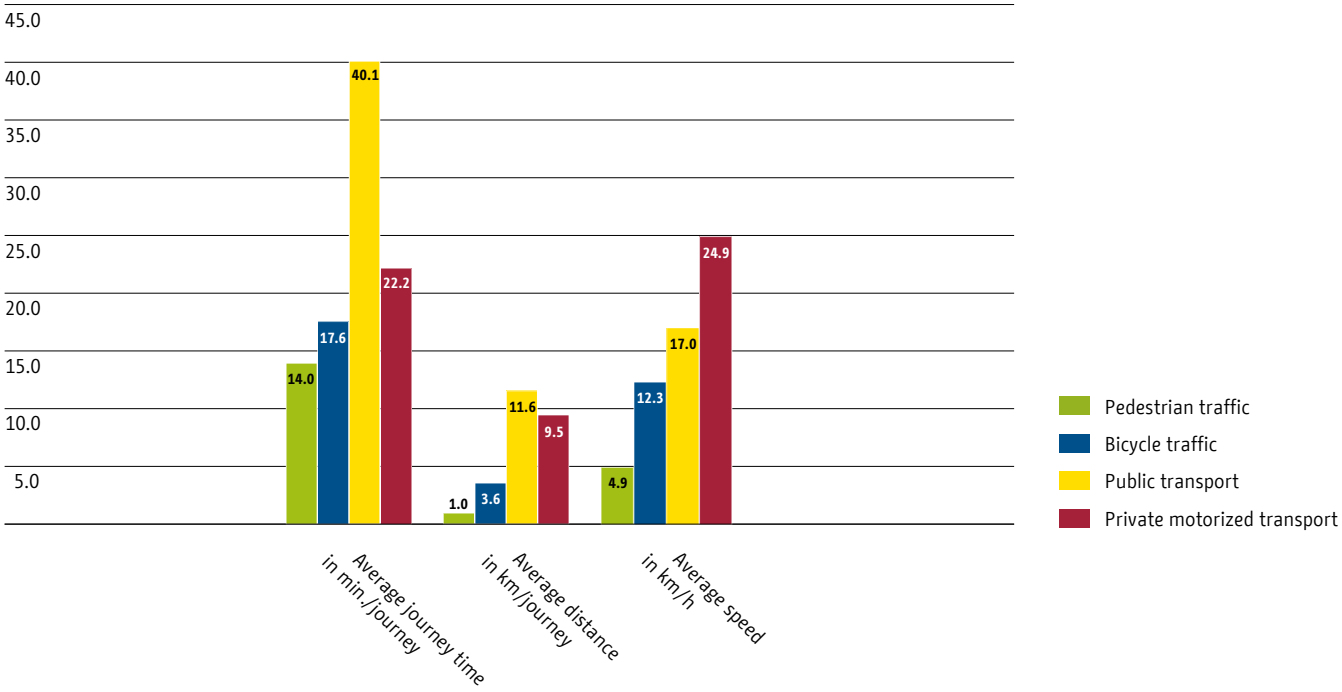
Mobility of the resident population

Share of the mobile population[2)]	88.4 per cent of the resident population
Average number of journeys of the resident population	3.0 journeys per person and day
Average number of journeys of mobile persons[2)]	3.4 journeys per person and day
Average time spent in traffic	70.1 minutes per person and day
Average length of journeys	6.9 kilometres per person and journey
Average duration of journeys	24 minutes per person and journey
Average daily distance covered	20.2 kilometres per person
Rate of motorization	**358[3)] cars per 1,000 inhabitants**
Vehicle occupancy rate	**1.3 persons per car journey**
Number of bicycles	**721 bicycles per 1,000 inhabitants**

[1)] No current data available. The SrV (System repräsentativer Verkehrsbefragung) traffic census is carried out at five-year intervals. The latest survey took place in 2013. The data is expected to be available at the end of 2014.
[2)] Those persons are regarded as mobile that change their whereabouts on an average working day.
[3)] The present rate of motorization is shown in the "Motorization" table (page 21).

Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden

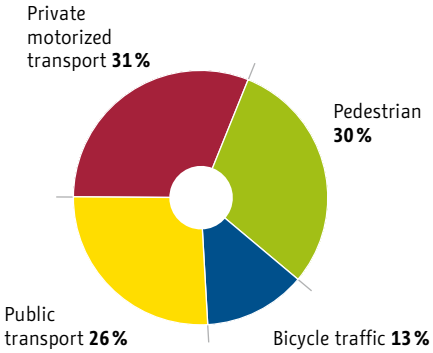
Average journey time, distance and speed by mode of transport (2008)[4)]



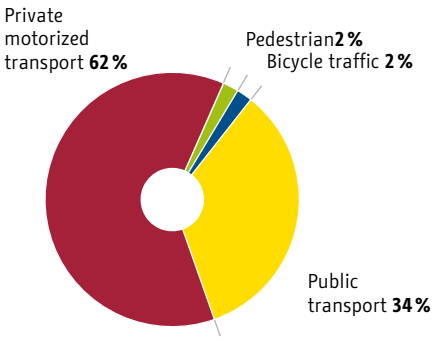
[4)] No current data available. The SrV (System repräsentativer Verkehrsbefragung) traffic census is carried out at five-year intervals. The latest survey took place in 2013. The data is expected to be available at the end of 2014

Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden

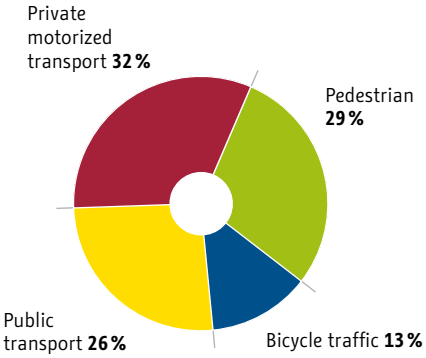
Share of journeys by transport mode for traffic within Berlin (2008)[1)]



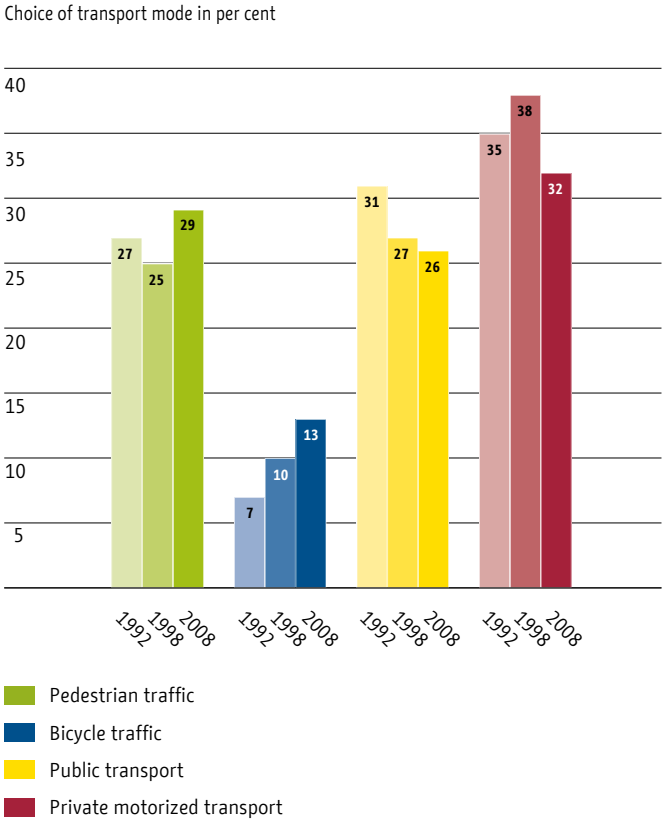
Share of journeys by transport mode for traffic to and from Berlin (2008)[1)]



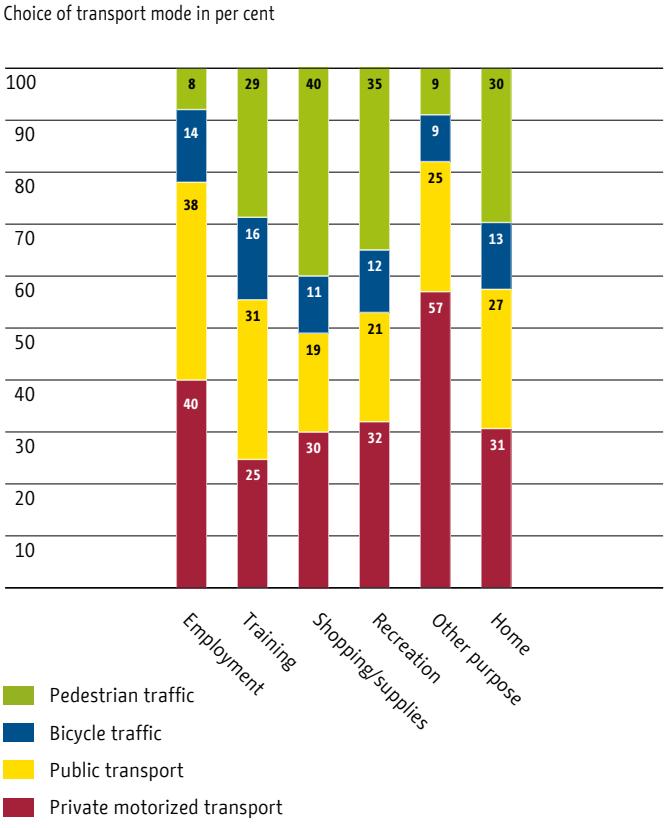
Share of journeys by transport mode for total traffic in Berlin (2008)[1)]



Choice of transport mode in total traffic[1)]



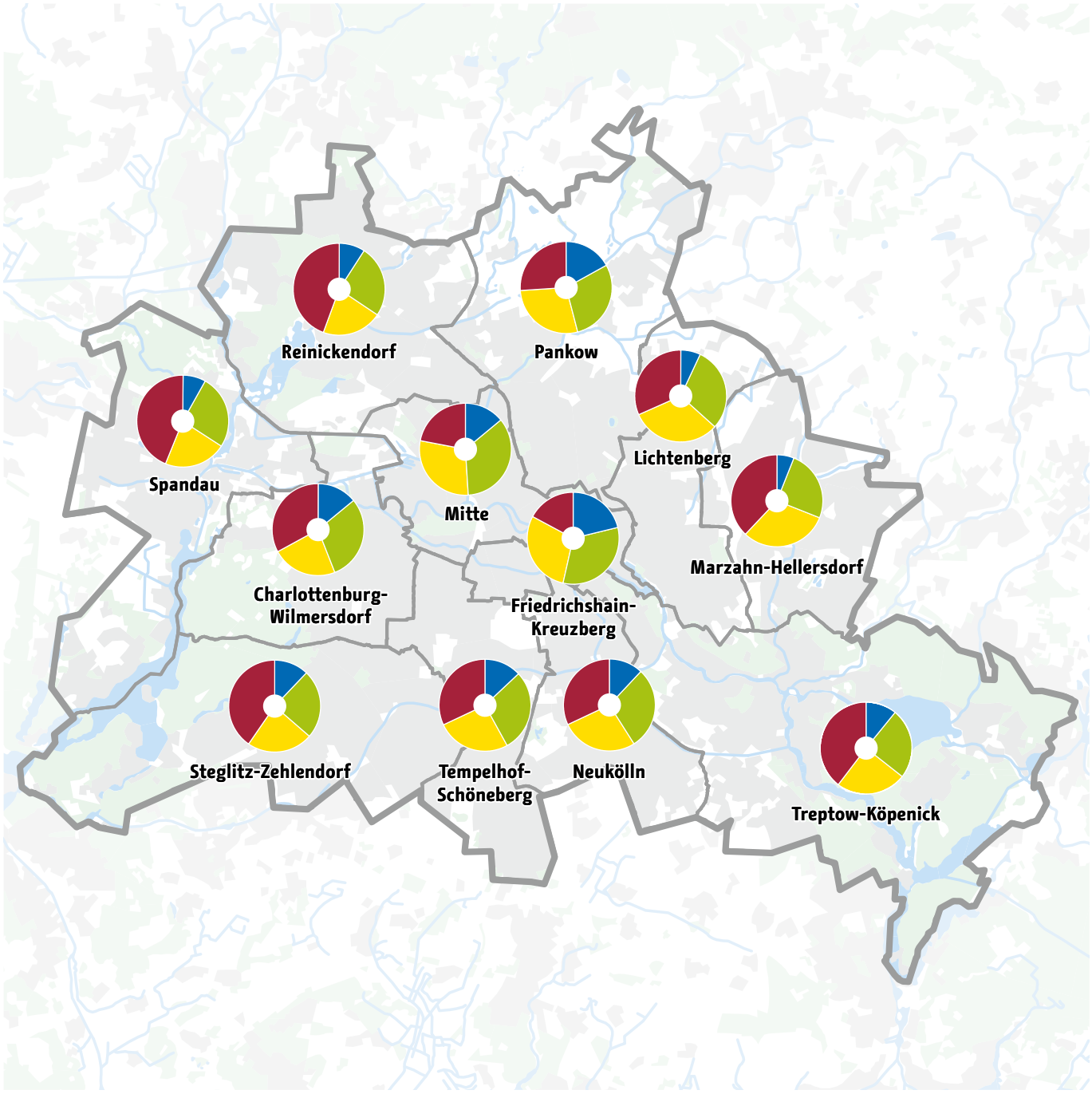
Use of transport mode by purpose of journey (2008)[1)]



[1)] No current data available. The SrV (System repräsentativer Verkehrsbefragung) traffic census is carried out at five-year intervals. The latest survey took place in 2013. The data is expected to be available at the end of 2014

Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden

Choice of transport mode by district (2008)[1)]



Choice of transport mode

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

District

[1)] No current data available. The SrV (System repräsentativer Verkehrsbefragung) traffic census is carried out at five-year intervals. The latest survey took place in 2013. The data is expected to be available at the end of 2014

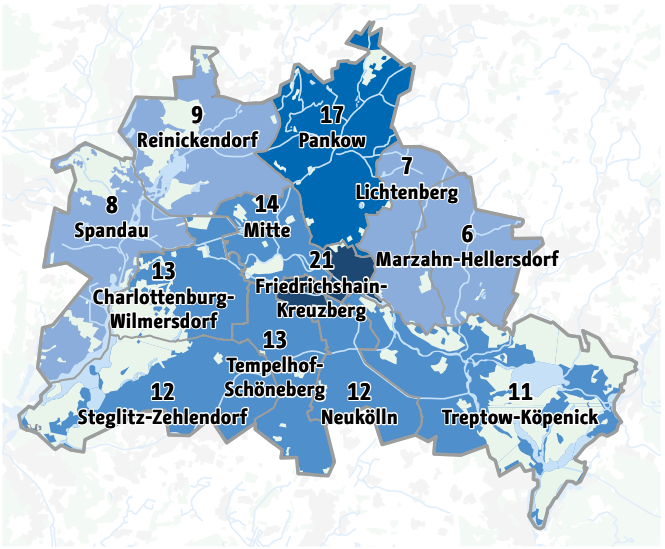
Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden; Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Share of journeys of pedestrian traffic by district (2008)[1)]

Share of journeys in per cent

- < 25
- 25 to < 30
- 30 to < 35
- ≥ 35
- District

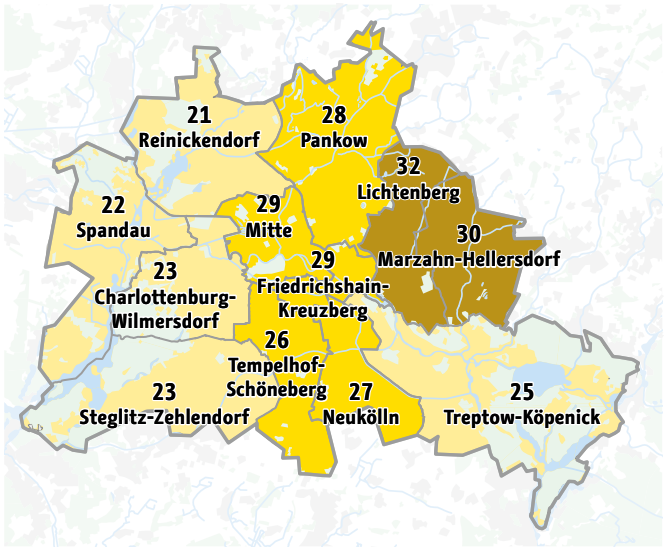
Share of journeys of bicycle traffic by district (2008)[1)]



Share of journeys in per cent

- < 10
- 10 to < 15
- 15 to < 20
- ≥ 20
- District

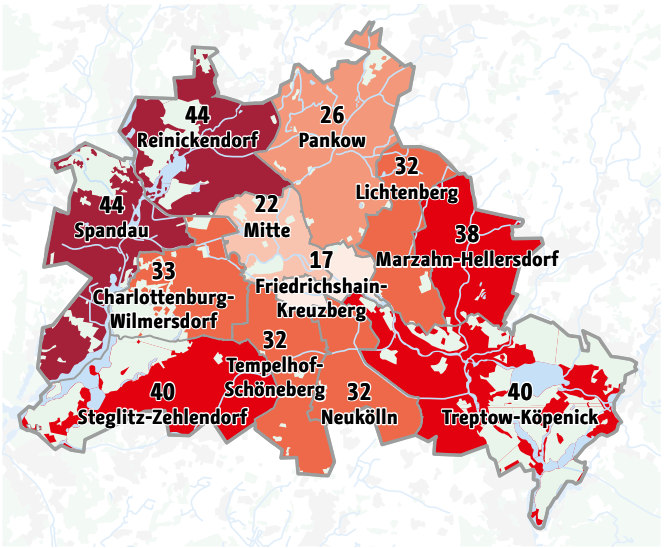
Share of journeys of public transport by district (2008)[1)]



Share of journeys in per cent

- < 25
- 25 to < 30
- ≥ 30
- District

Share of journeys of private motorized transport by district (2008)[1)]



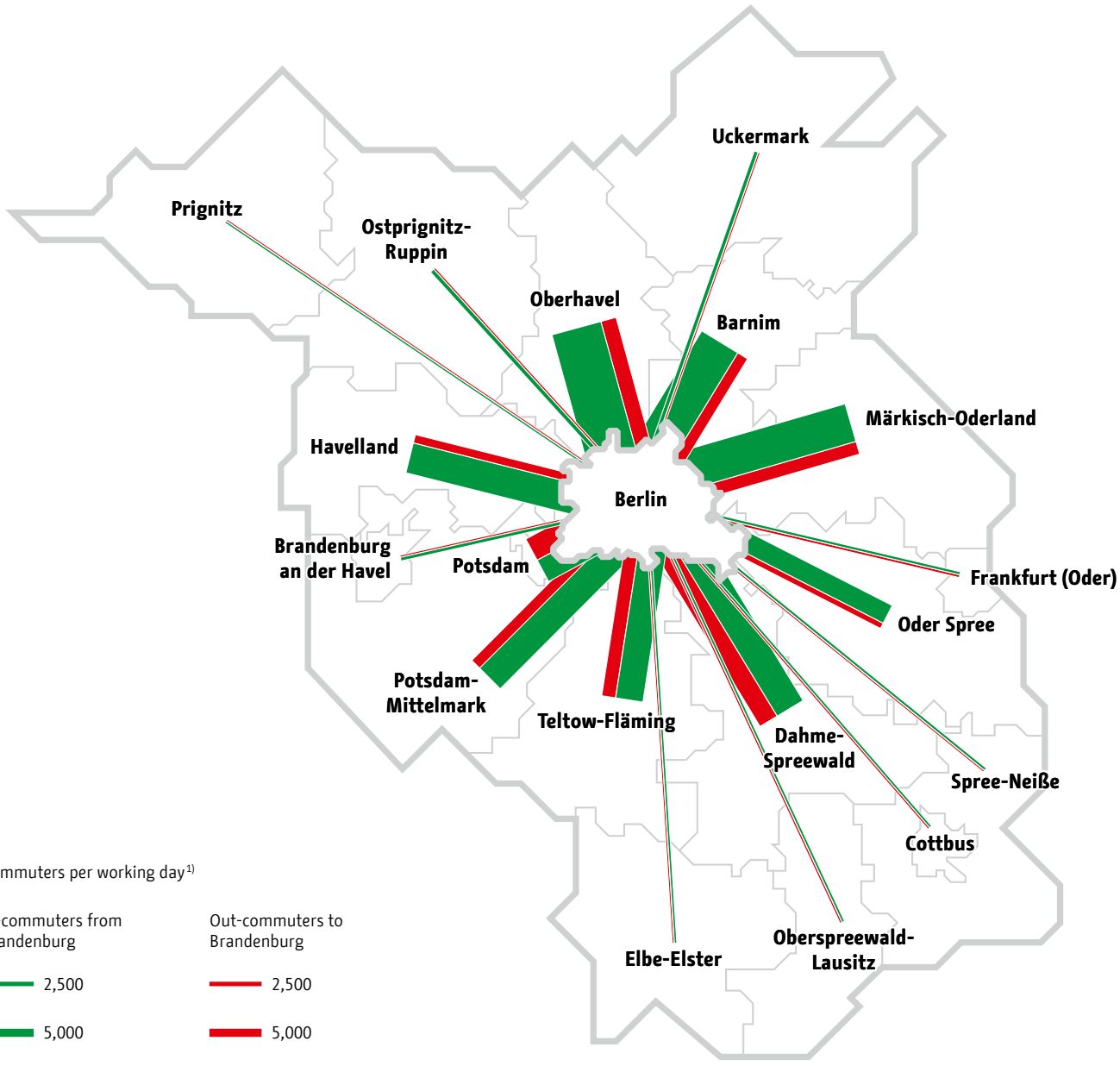
Share of journeys in per cent

- < 20
- 20 to < 25
- 25 to < 30
- 30 to < 35
- 35 to < 40
- ≥ 40
- District

[1)] No current data available. The SrV (System repräsentativer Verkehrsbefragung) traffic census is carried out at five-year intervals. The latest survey took place in 2013. The data is expected to be available at the end of 2014

Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden; Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Commuters to and from Berlin (2012)



Commuters per working day[1)]

In-commuters from Brandenburg	Out-commuters to Brandenburg
2,500	2,500
5,000	5,000
10,000	10,000
20,000	20,000
30,000	30,000

Brandenburg state border

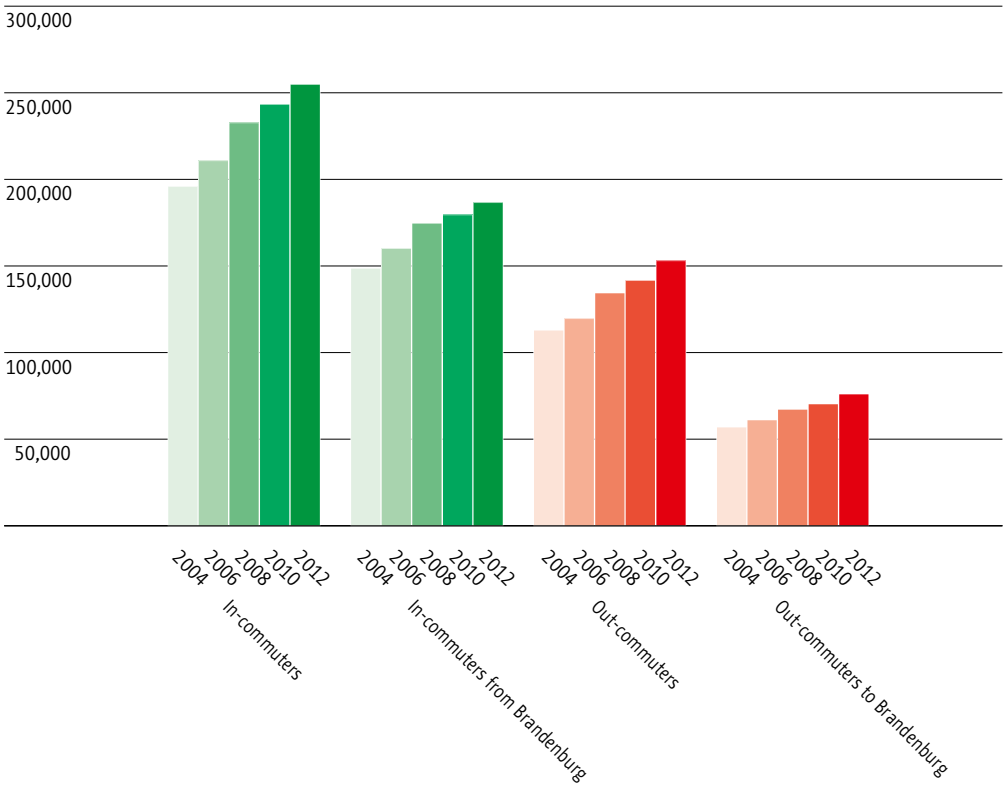
Rural district border

[1)] Basis: Registered employees subject to social insurance in Berlin as at 30.06.2012

Source: Employment statistics from the Federal Employment Agency, Nuremberg; calculations by the Joint Statistics Office for the States of Berlin and Brandenburg
Content processing: LK Argus GmbH

Commuters to and from Berlin

Commuters per working day[1)]



[1)] Basis: Registered employees subject to social insurance in Berlin as at 30.06.2012

Source: Employment statistics from the Federal Employment Agency, Nuremberg; calculations by the Joint Statistics Office for the States of Berlin and Brandenburg

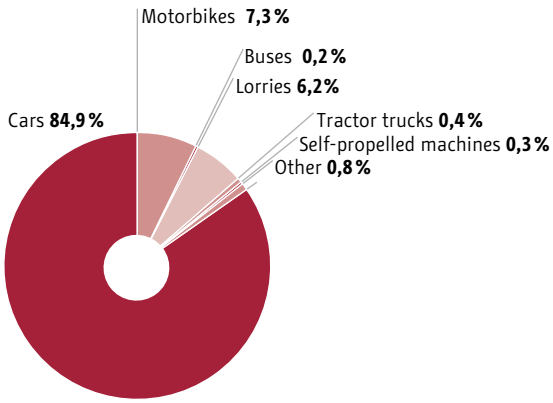
Registered vehicles (2012)

Number of registered vehicles[1)]	1,354,881
Cars	1,150,191
Motorbikes	99,099
Buses	2,126
Lorries	83,415
Tractor trucks	5,186
Self-propelled machines	3,589
Other	11,275

[1)] Number of vehicles on the road on (without trailer)

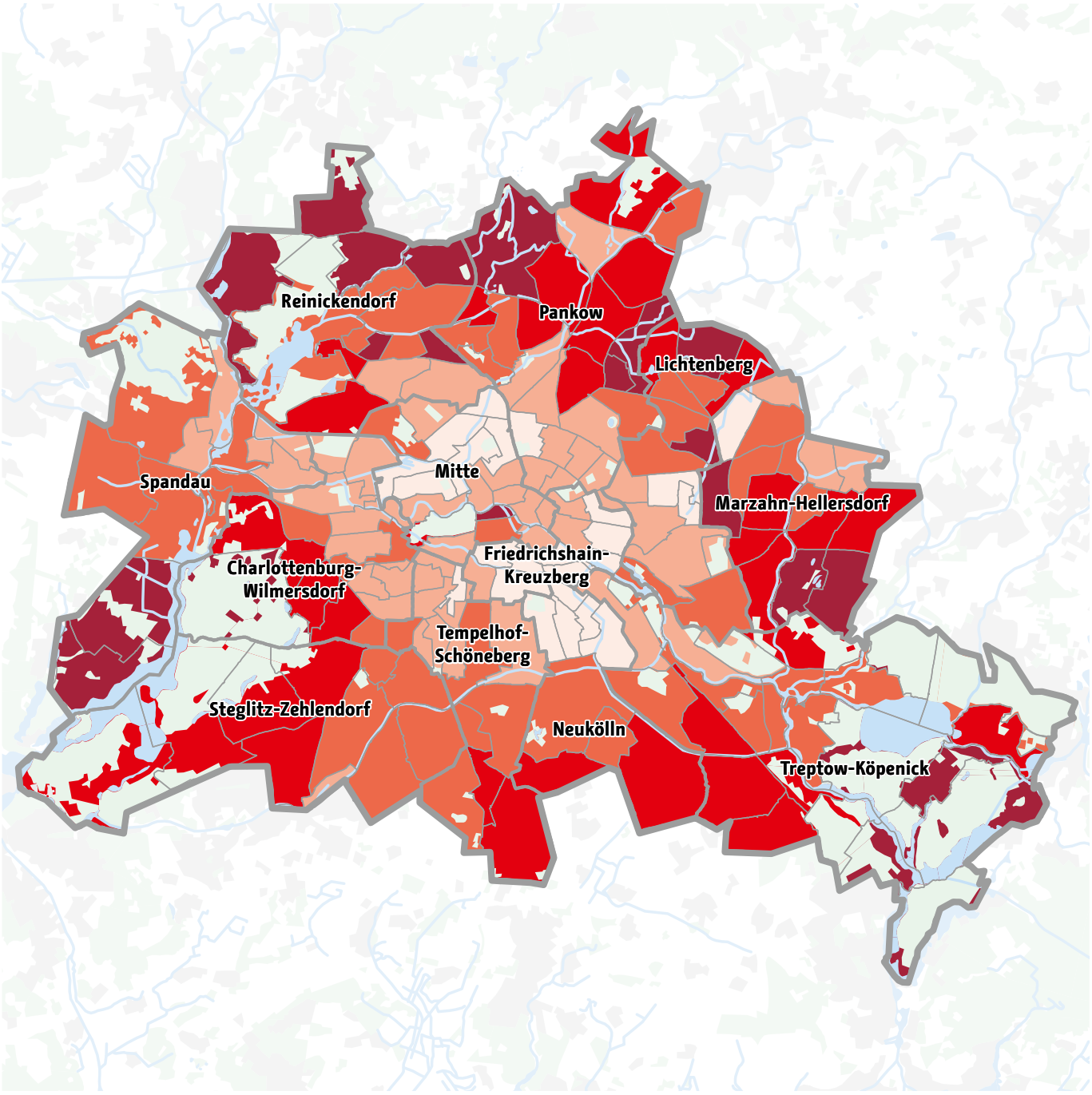
Source: State Office for Residents' and Regulatory Affairs, Berlin, vehicle licensing authority

Shares of registered vehicles (2012)



Source: State Office for Residents' and Regulatory Affairs, Berlin, vehicle licensing authority

Rate of motorization by statistical area (2012)



Private cars per 1,000 inhabitants

- < 200
- 200 to < 300
- 300 to < 400
- 400 to < 500
- ≥ 500

- District
- Statistical area

Source: Joint Statistics Office of the States of Berlin and Brandenburg; Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

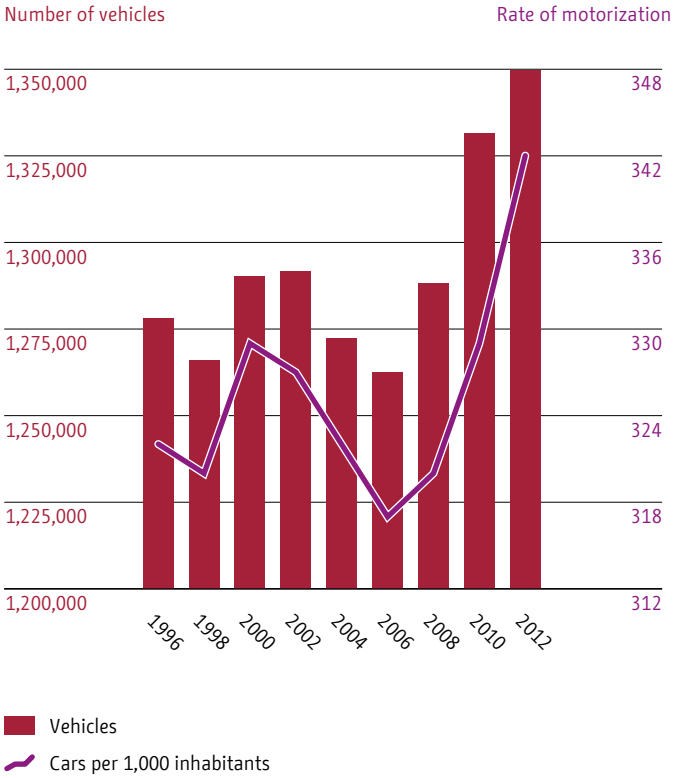
Motorization

	1996	1998	2000	2002	2004	2006	2008	2010	2012
Population of Berlin, total [1)2)]	**3,466,524**	**3,414,293**	**3,384,146**	**3,390,291**	**3,387,545**	**3,399,896**	**3,424,638**	**3,446,972**	**3,348,189**
Vehicles on the road, total [3)]	**1,277,847**	**1,265,630**	**1,289,919**	**1,291,409**	**1,272,151**	**1,262,121**	**1,287,740**	**1,331,074**	**1,349,562**
Cars	1,095,185	1,120,592	1,113,999	1,109,103	1,091,437	1,078,332	1,097,201	1,133,869	1,145,616
Cars per 1,000 inhabitants	322	320	329	327	322	317	320	329	342

[1)] Average population of Berlin
[2)] Population figures for the years 1996 to 2010 are based on the old population projection.
The data for the year 2012 is derived from population projections based on the census of 9 May 2011. This data is provisional.
[3)] Number of vehicles on the road on yearly average

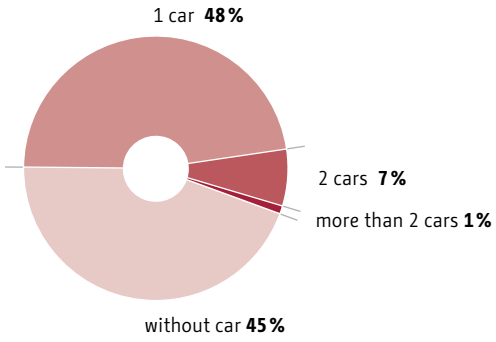
Source: Joint Statistics Office of the States of Berlin and Brandenburg; State Office for Residents' and Regulatory Affairs, Berlin, vehicle licensing authority

Motorization



Source: Joint Statistics Office of the States of Berlin and Brandenburg; LABO, Berlin (inter alia vehicle licensing authority)

Motorization of households (2008)[4)]



[4)] No current data available. The SrV (System repräsentativer Verkehrsbefragung) traffic census is carried out at five-year intervals. The latest survey took place in 2013. The data is expected to be available at the end of 2014

Source: System repräsentativer Verkehrsbefragung (SrV), TU Dresden

Road vehicle traffic

The Berlin road network has a total length of about 5,400 kilometers. Supervision of this highly complex system requires meticulous planning, in order that road traffic, which is indispensable for the city, can be managed trouble-free in a manner compatible with urban life.

New road construction in recent years has gone hand in hand with regulatory measures, such as the imposition of a 30-km/h speed limit at night on selected stretches of the main traffic routes, and the expansion of the parking provision in the downtown area.

There are 164 km (in all directions) of main traffic routes in Berlin that are subject to a nighttime limit of 30 km/h as a noise protection measure. Additionally there are a further 372 km to which the 30-km/h limit during the day applies, mainly for safety reasons. This means that 17 percent of the Berlin main road network is, at least in part, subject to a 30 km/h limit. Car sharing is gradually gaining currency in the city. In particular, flexible, non-binding schemes, offered at a fixed pick-up point, have demonstrated a marked growth.

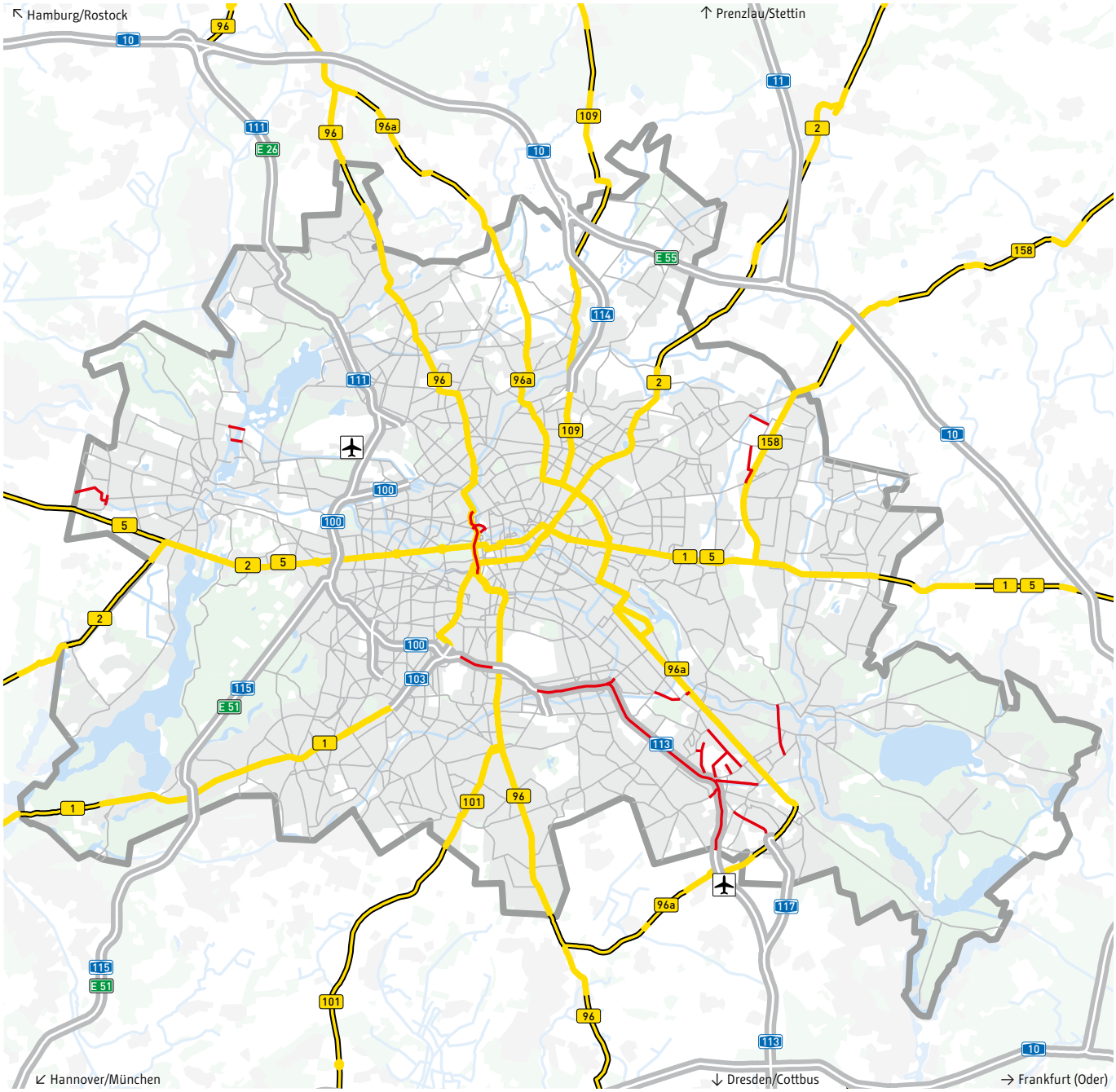
Further information on motor vehicle traffic in Berlin can be obtained

concerning traffic planning for road and vehicle traffic at
www.stadtentwicklung.berlin.de/verkehr/politik_planung/strassen_kfz

concerning the current traffic situation at
www.vmz-info.de

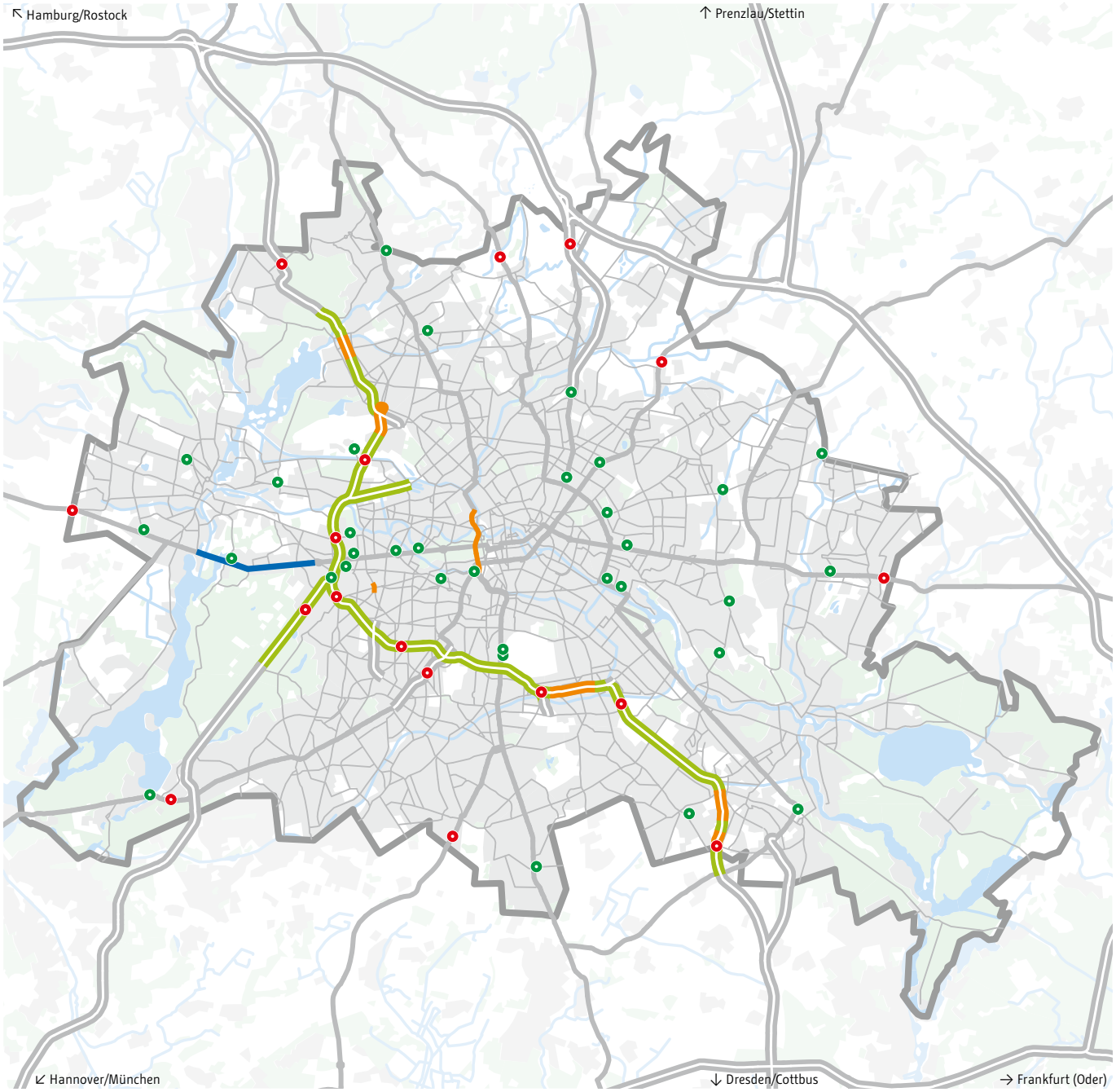
concerning parking management at
www.stadtentwicklung.berlin.de/verkehr/politik_planung/strassen_kfz/parkraum

Motorway and major road network (2012)



Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

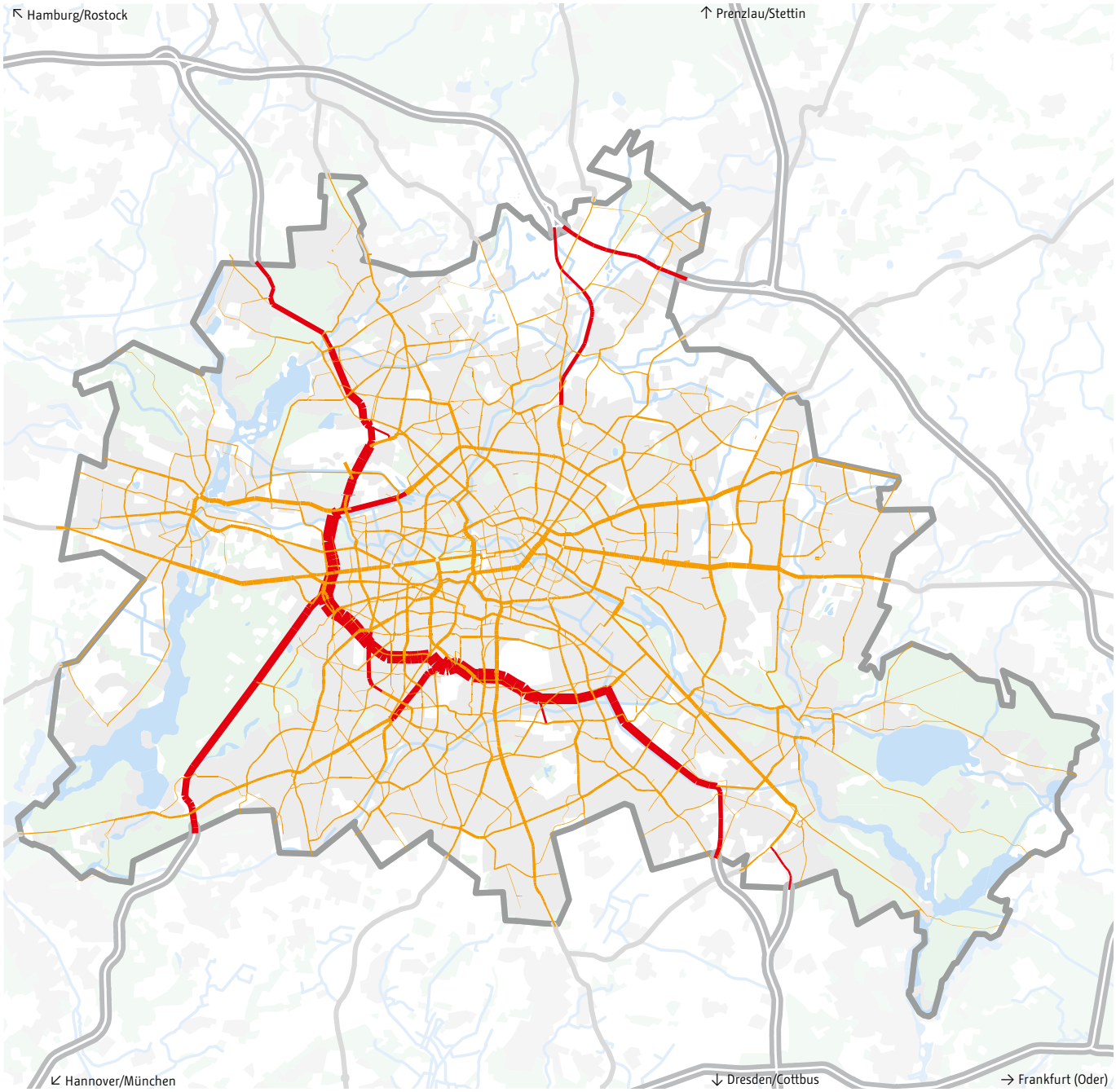
Traffic control facilities (2012)



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

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Average working-day traffic volume on the motorway and major road network (2009)[1)]



Number of motor vehicles on motorways per working day

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

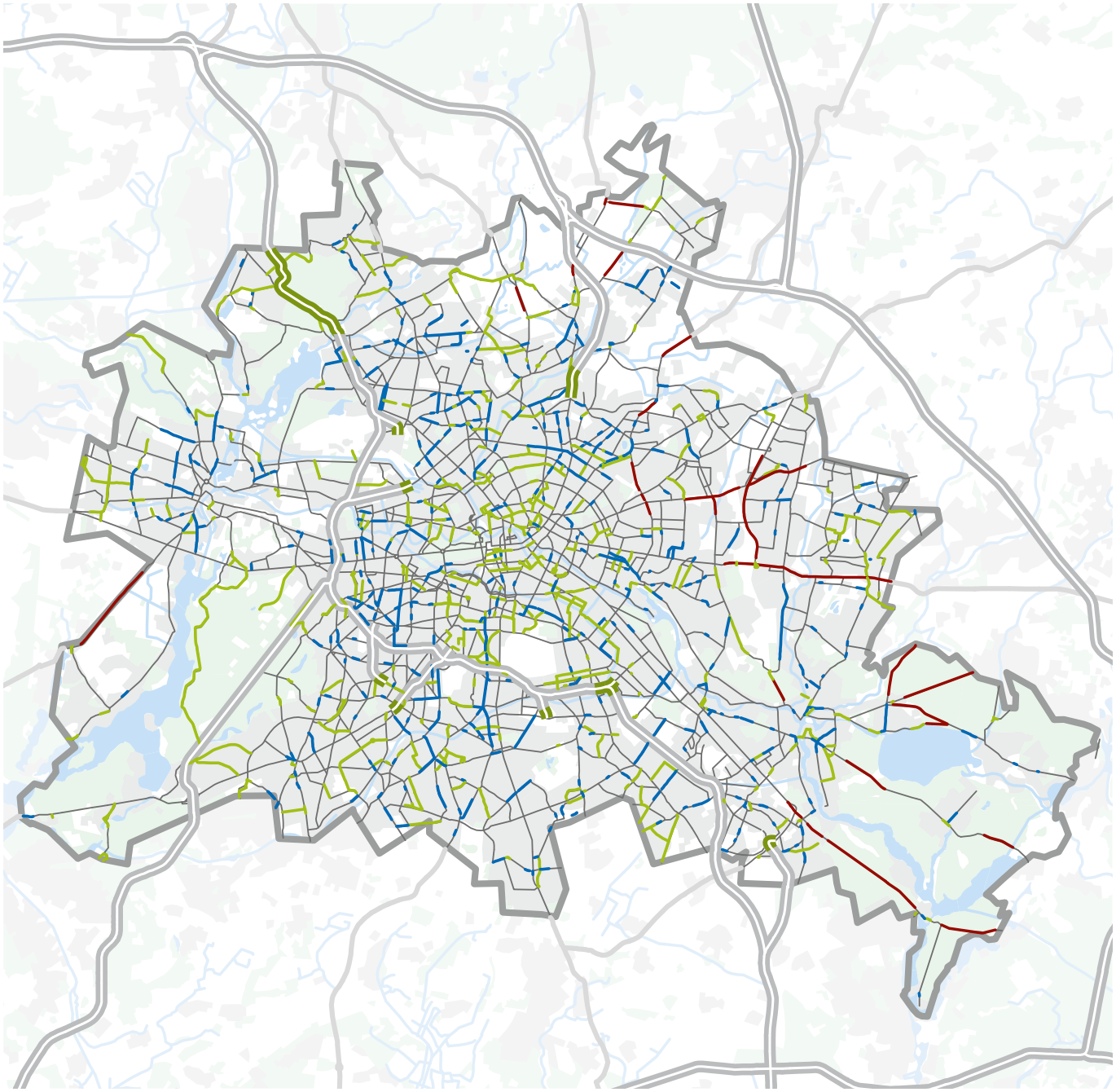
Number of motor vehicles on major roads per working day

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

[1)] No current data available, revision expected in 2014

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

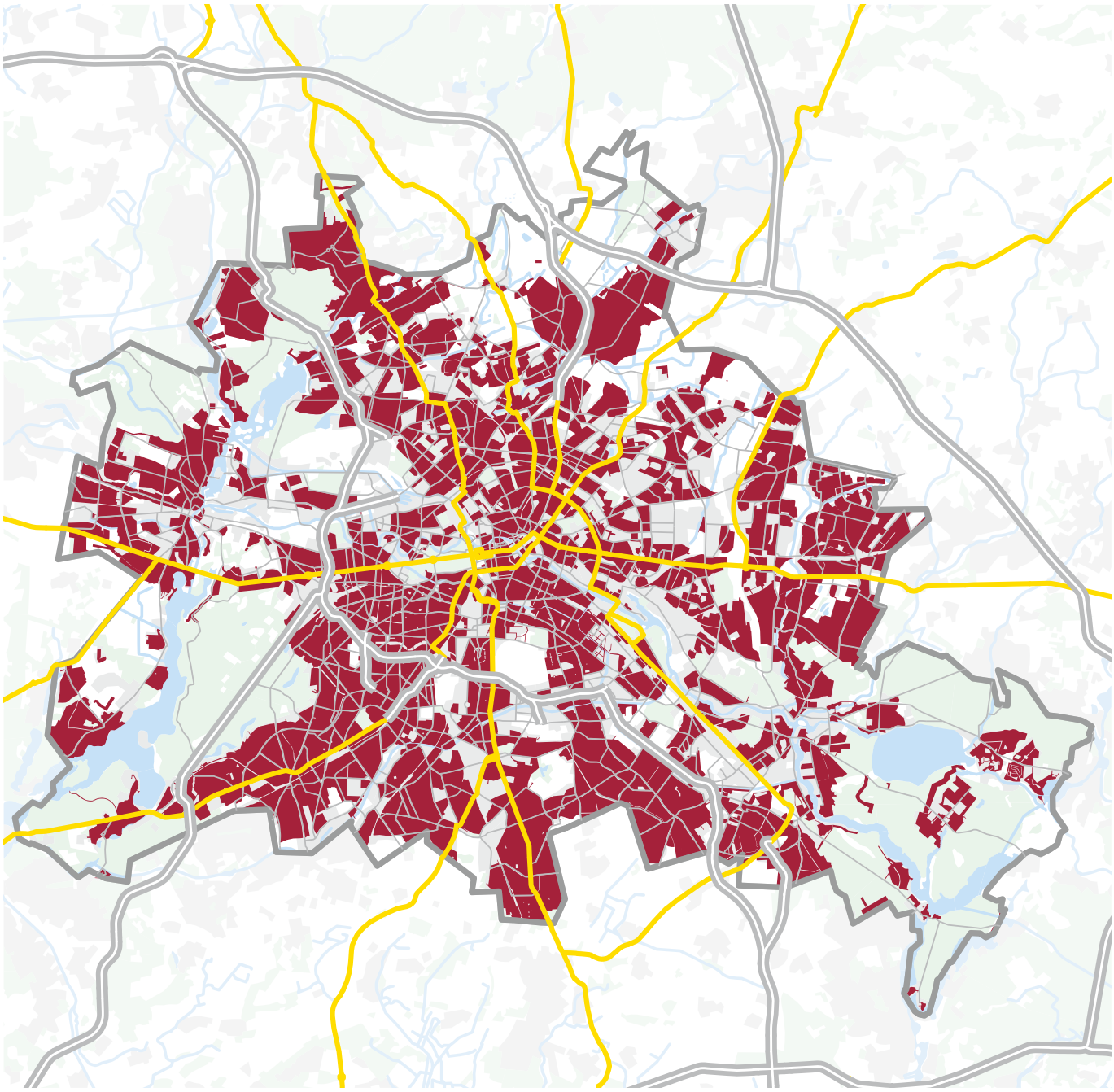
Permissible maximum speeds on the motorway and major road network (2012)



- Speed limit above 50 km/h
- Speed limit 30 km/h, 24-hour
- Speed limit 30 km/h, temporary
- 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 Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

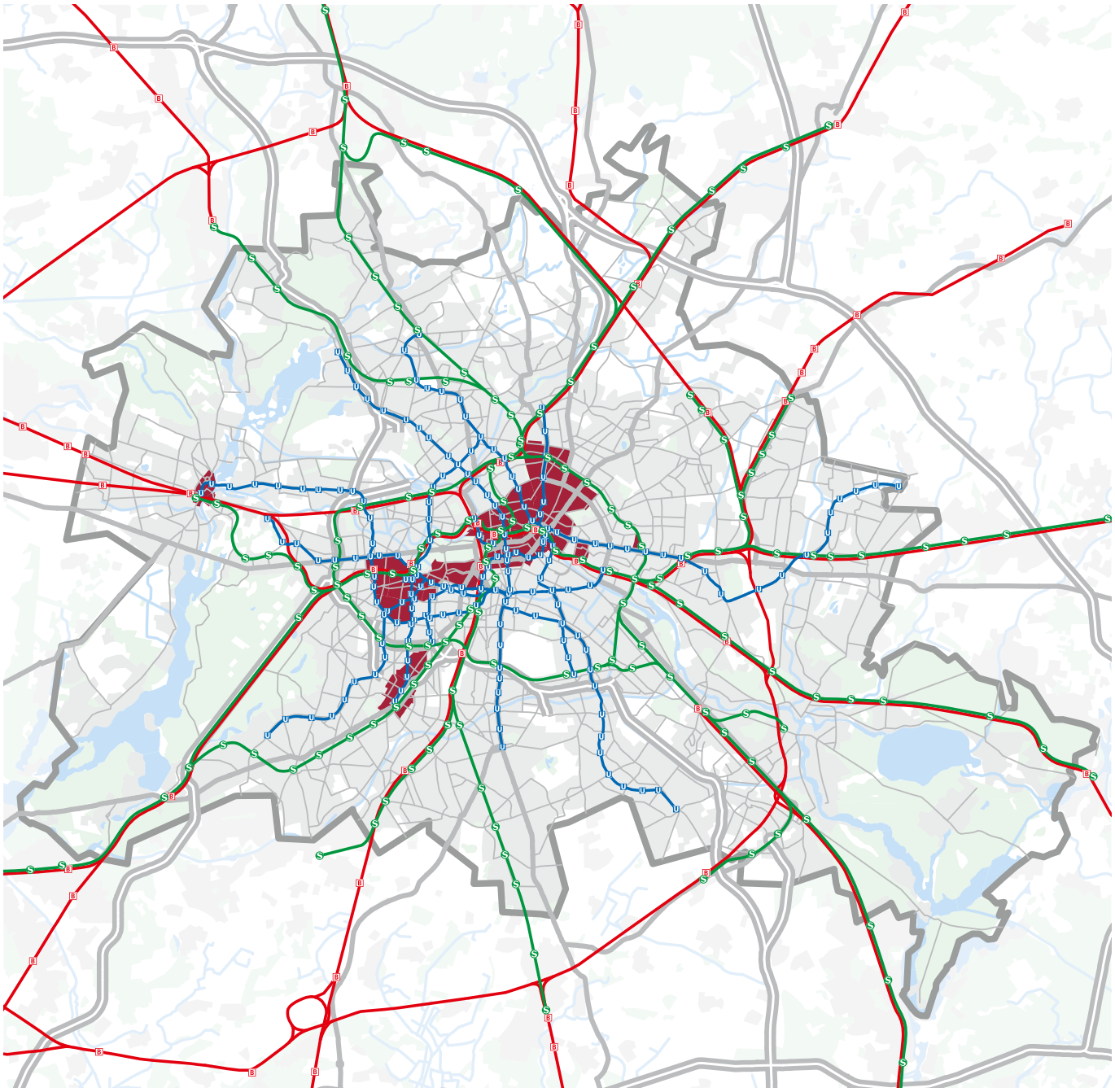
30 km/h speed limit zones (2012)



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

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Parking management (2013)



U-Bahn
S-Bahn
Regional railway
Parking zones

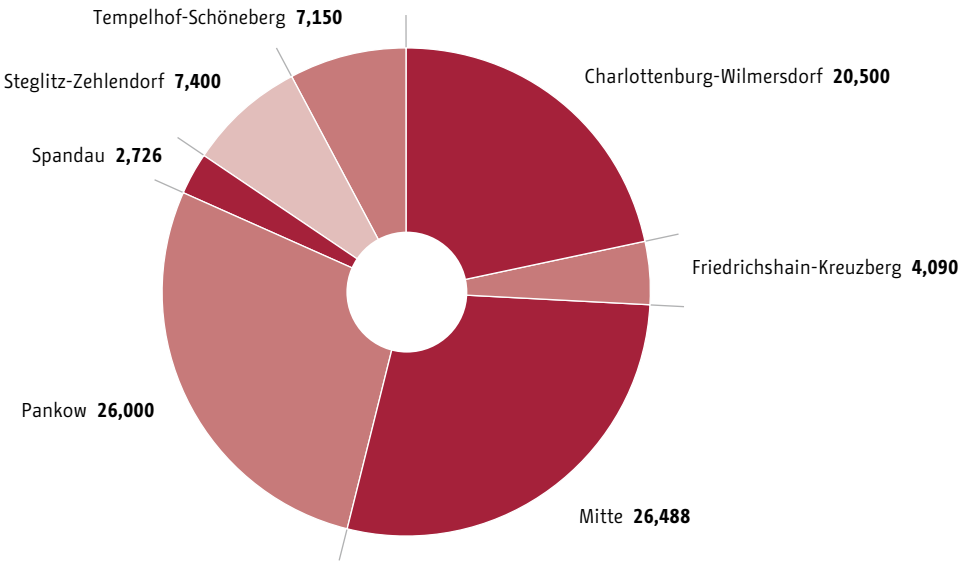
Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Parking management by district (2013)

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	490	6,470	8%
Friedrichshain-Kreuzberg	18, 30, 44	4,090	100	2,020	5%
Mitte	1–3, 9, 14, 15, 20–22, 29, 34, 35, 38, 41	26,488	1,110	3,950	28%
Pankow	41–45	26,000	630	10,310	6%
Spandau	10–13	2,726	95	9,190	1%
Steglitz-Zehlendorf	23–25	7,400	185	10,250	2%
Tempelhof-Schöneberg	9, 17, 26–28	7,150	160	5,310	3%
Total		**94,354**	**2,770**	**47,500**	**6%**

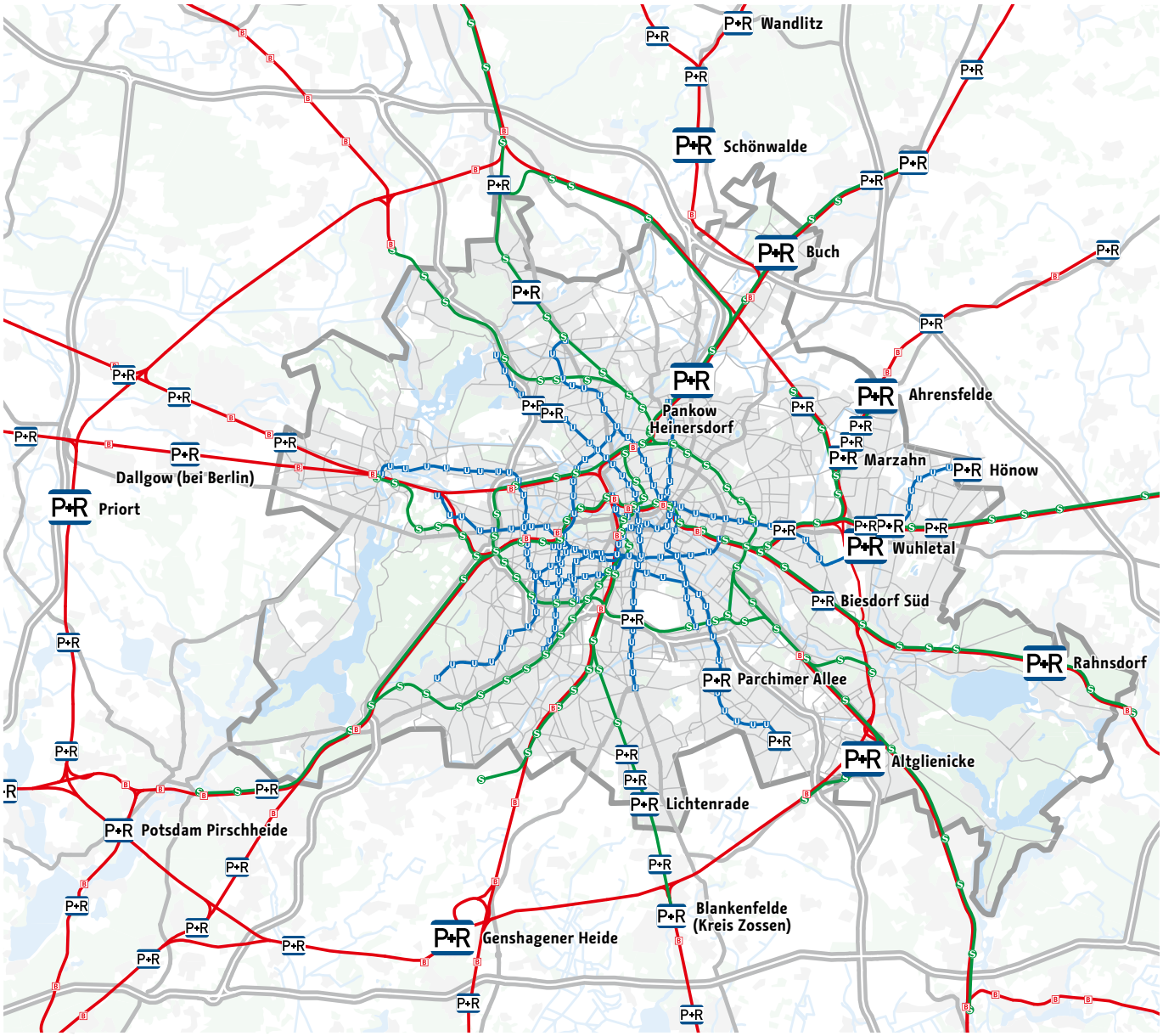
Source: Senate Department for Urban Development and the Environment of the State of Berlin; LK Argus GmbH

Managed parking spaces on public roads (2013)



Source: Senate Department for Urban Development and the Environment of the State of Berlin; LK Argus GmbH

Park and Ride-Anlagen (2012)

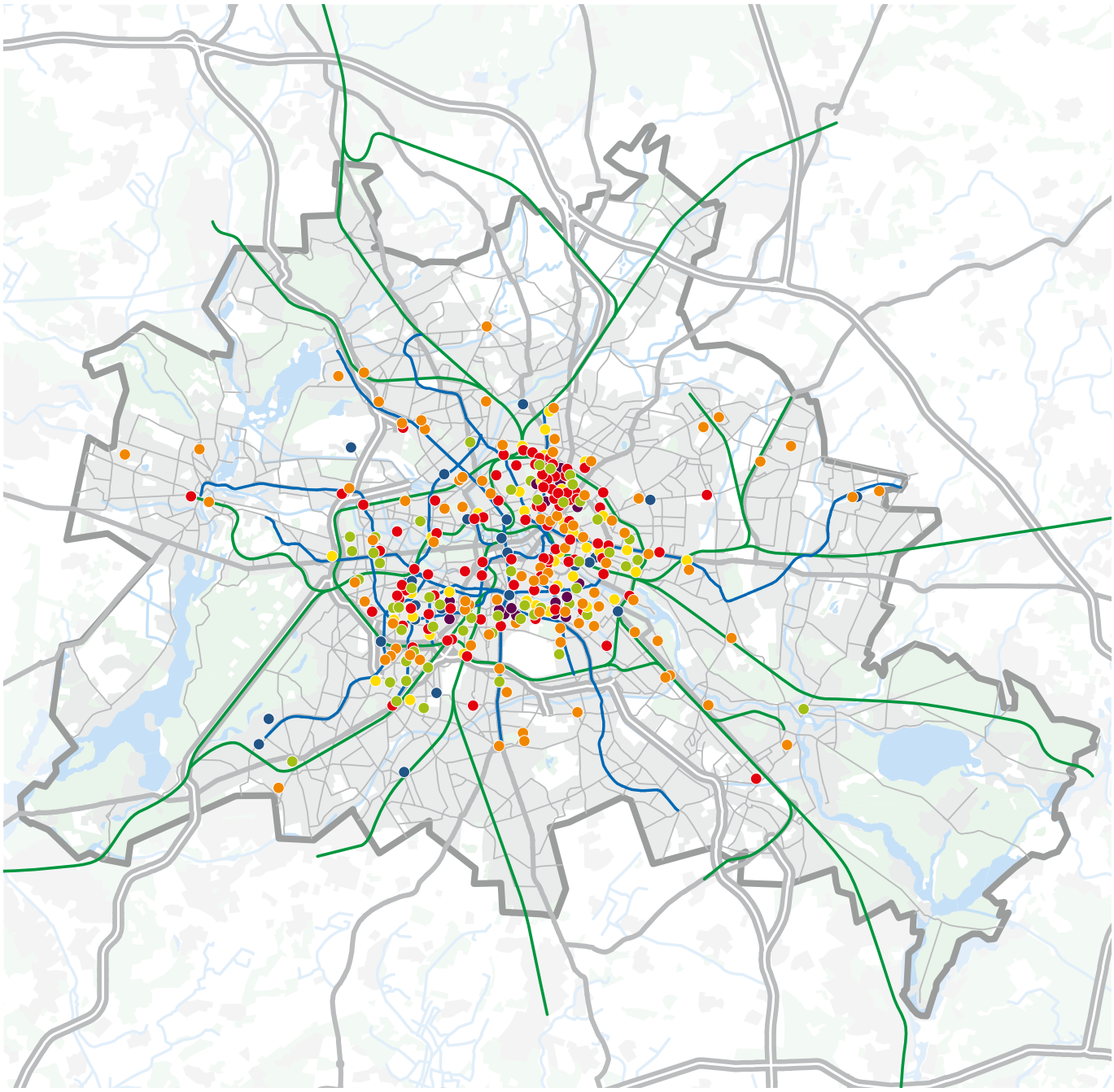


Park and Ride facilities

P+R	< 100	U	U-Bahn
P+R	100 to < 200	S	S-Bahn
P+R	≥ 200	B	Regional railway

Source: Senate Department for Urban Development and the Environment of the State of Berlin

Car sharing pick-up points (2012)



Car sharing pick-up points

- Cambio
- HertzOnDemand
- Flinkster
- Greenwheels
- Citeecar
- Stadtmobil
- U-Bahn
- S-Bahn

Source: Senate Department for Urban Development and the Environment of the State of Berlin; LK Argus GmbH
Content processing: LK Argus GmbH

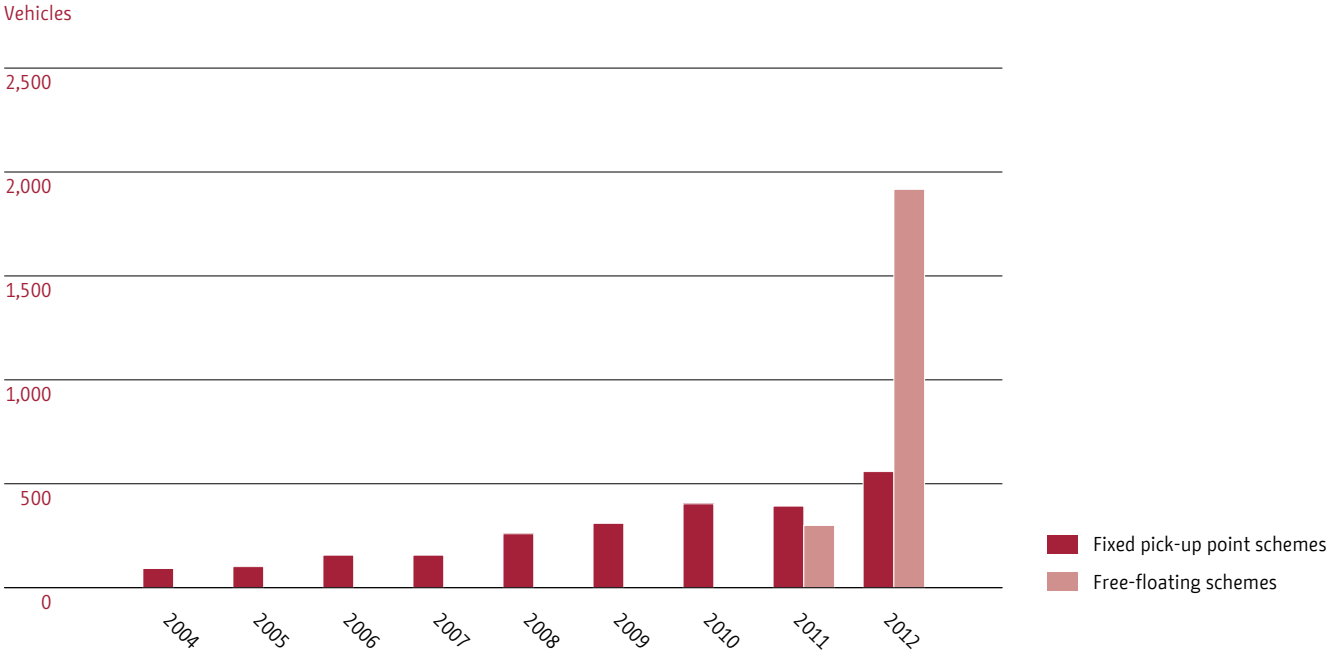
Car sharing in Berlin (2012)[1)]

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fixed pick-up point schemes	93	102	157	157	260	310	404	393	559
Free-floating schemes	0	0	0	0	0	0	0	300	1.916
Total	**93**	**102**	**157**	**157**	**260**	**310**	**404**	**693**	**2,475**

[1)] Number of car sharing vehicles

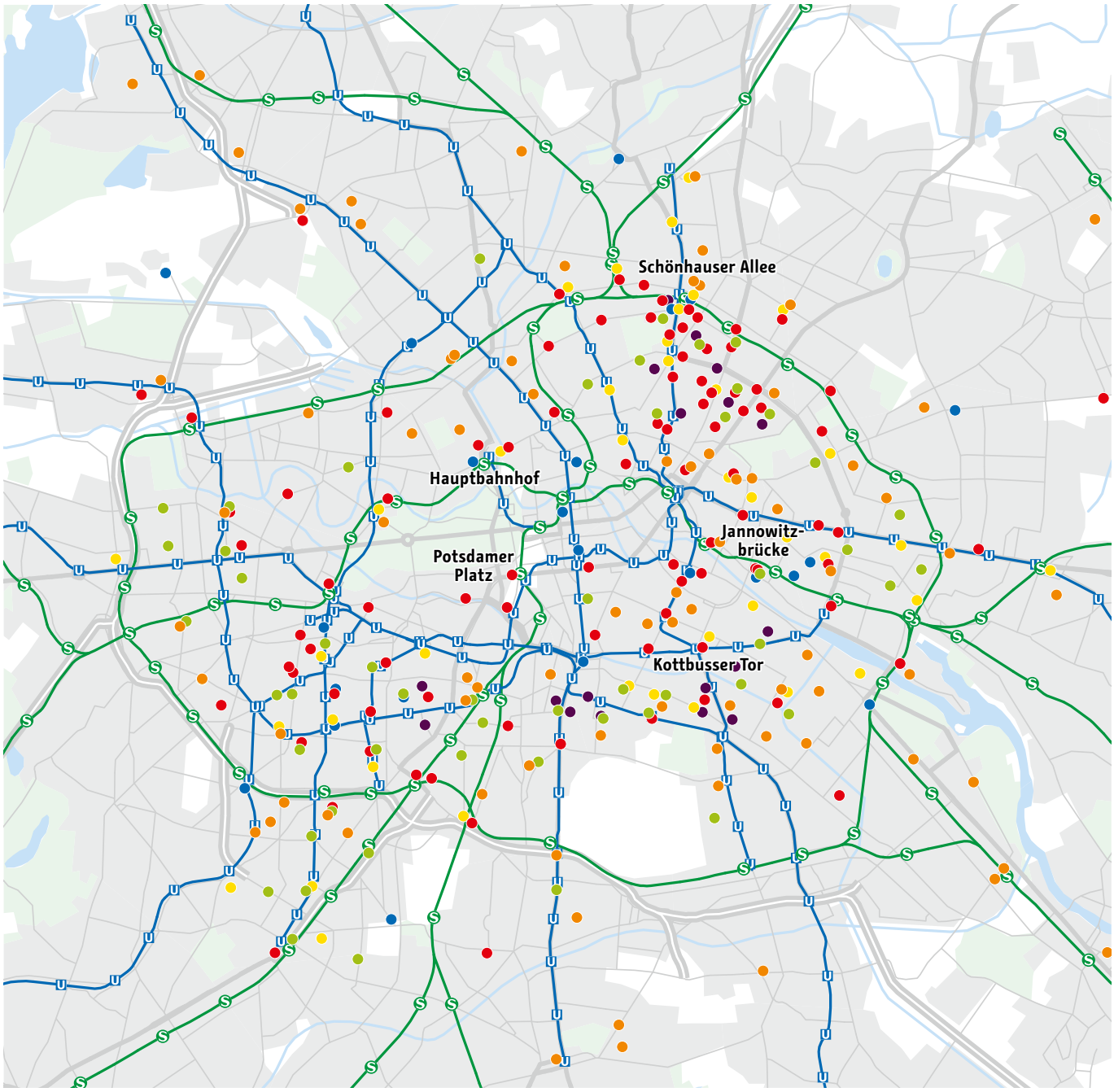
Source: Bundesverband CarSharing e.V. (bcs)

Car sharing by vehicle type (2012)



Source: Bundesverband CarSharing e.V. (bcs)

Car sharing pick-up points in the city centre (2012)



Car sharing pick-up points

- Cambio
- HertzOnDemand
- Flinkster
- Greenwheels
- Citeecar
- Stadtmobil
- U-Bahn
- S-Bahn

Source: Senate Department for Urban Development and the Environment of the State of Berlin; LK Argus GmbH
Content processing: LK Argus GmbH

Pedestrian and bicycle traffic

On average, Berliners make four out of ten journeys on foot or by bicycle. The importance of non-motorized transportation facilities in urban traffic planning is correspondingly high. To reflect this importance, as well as further improve the quality of life in the city, Berlin has its own independent strategies for pedestrian and cycle traffic.
340 new pedestrian crossing facilities have been created in the Berlin road network since 2001. Above all else, pedestrian crossings have been constructed to improve the safety of those traveling on foot.

Meanwhile, well over 1,000 km of cycling facilities have been provided for cyclists in Berlin. Of these, 662 km are purpose-built bike paths and 174 km are pavement markings (lanes) for cyclists.

The effects are clearly apparent. For years, traffic surveys have continually shown increasing figures for cycle traffic at numerous locations. In the downtown area, inhabitants even make more journeys on foot than they do by car.

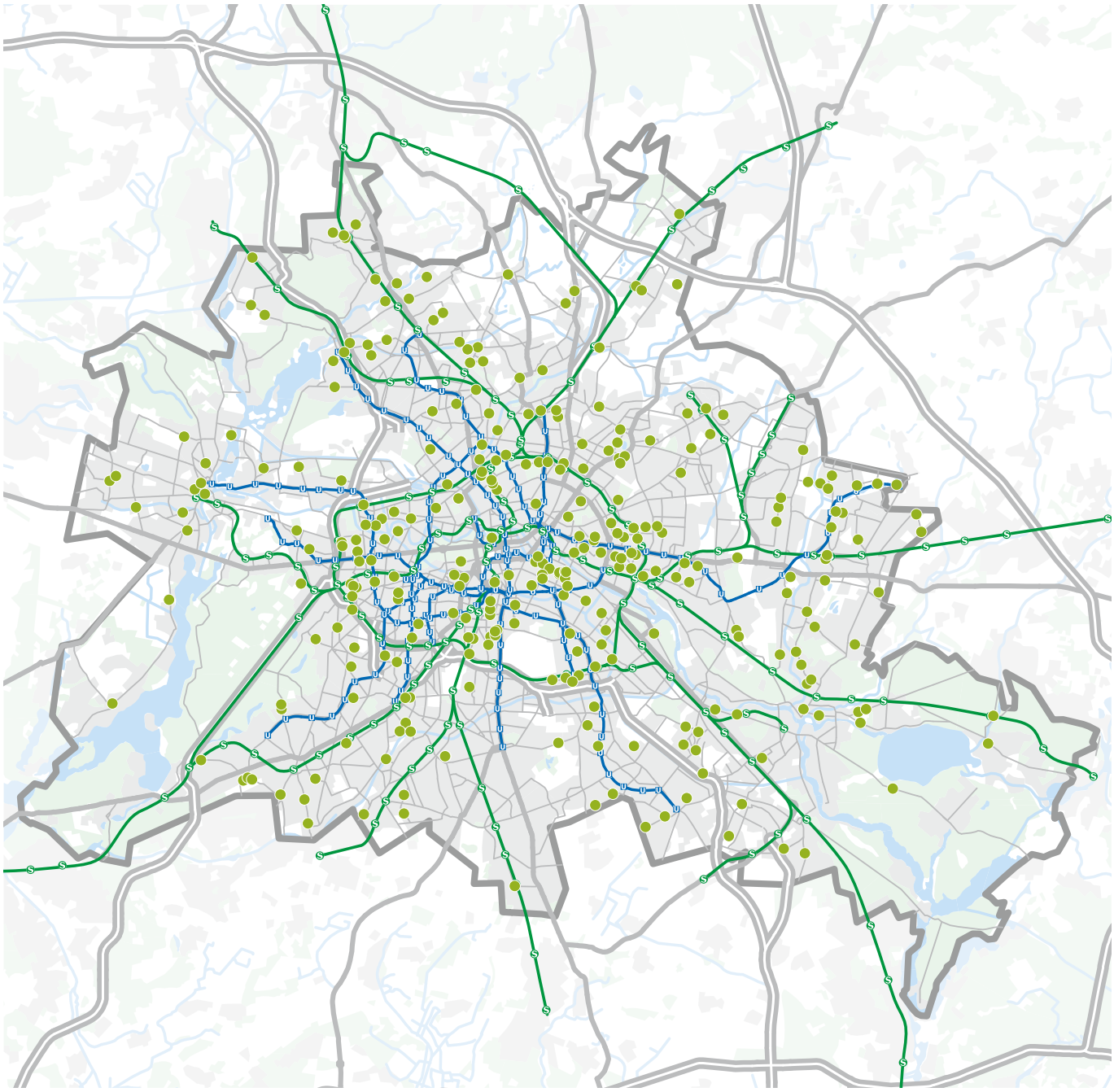
Further information can be obtained

on pedestrian traffic at
www.stadtentwicklung.berlin.de/verkehr/politik_planung/fussgaenger
www.stadtentwicklung.berlin.de/verkehr/mobil/fuss

on bicycle traffic at
www.stadtentwicklung.berlin.de/verkehr/politik_planung/rad
www.stadtentwicklung.berlin.de/verkehr/mobil/fahrrad

on a route planner for cyclists at
www.bbbike.de

Crosswalks (‘zebra crossings’) (2012)



Crosswalks (‘zebra crossings’)
U-Bahn
S-Bahn

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Construction projects for safe pedestrian crossings[1)]

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pedestrian crossings	12	20	20	36	27	32	14	45	17
Centre islands	14	8	5	9	9	8	7	8	4
Road narrowing at crossings	3	7	6	3	8	7	5	5	1

[1)] New construction projects under the Berlin State Government programme for safe pedestrian crossings of 2001.

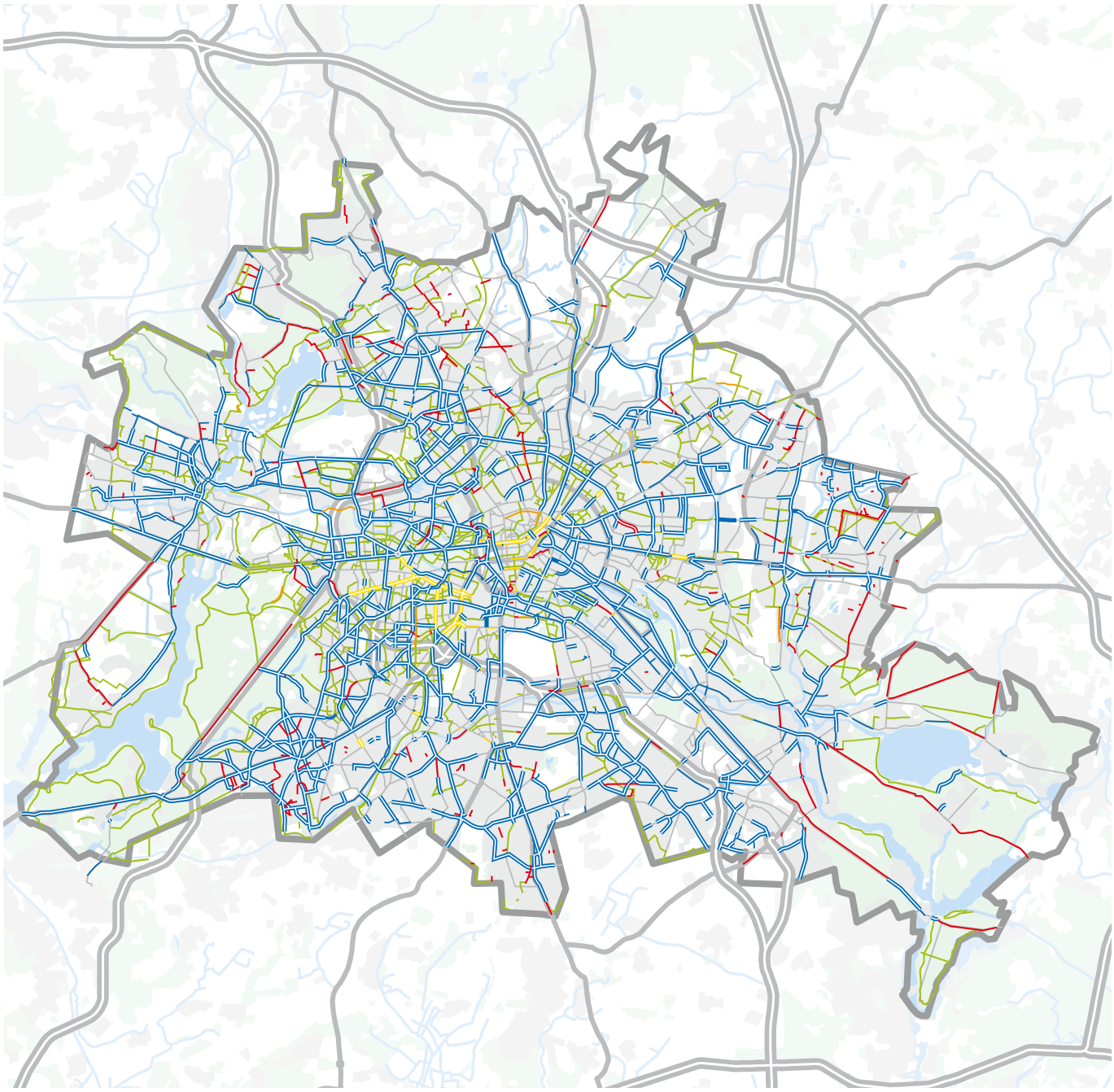
Source: Senate Department for Urban Development and the Environment of the State of Berlin

Facilities for cyclists

	2002	2005	2007	2009	2011	2012
Purpose-built cycling paths (in km)	600	625	630	650	660	662
Cycling lanes on roads (in km)	50	65	90	125	153	174
Joint pedestrian and cycling paths (in km)	100	100	100	100	100	100
Cycling paths marked on pavements (in km)	50	50	50	50	50	50
Pavement open to cyclists (in km)	5	5	5	5	5	5
Co-use of bus lanes (in km)	50	70	80	80	80	80
Roads with right of way for bicycles (number)	1	3	5	11	16	16

Source: Senate Department for Urban Development and the Environment of the State of Berlin

Bicycle traffic systems (2012)

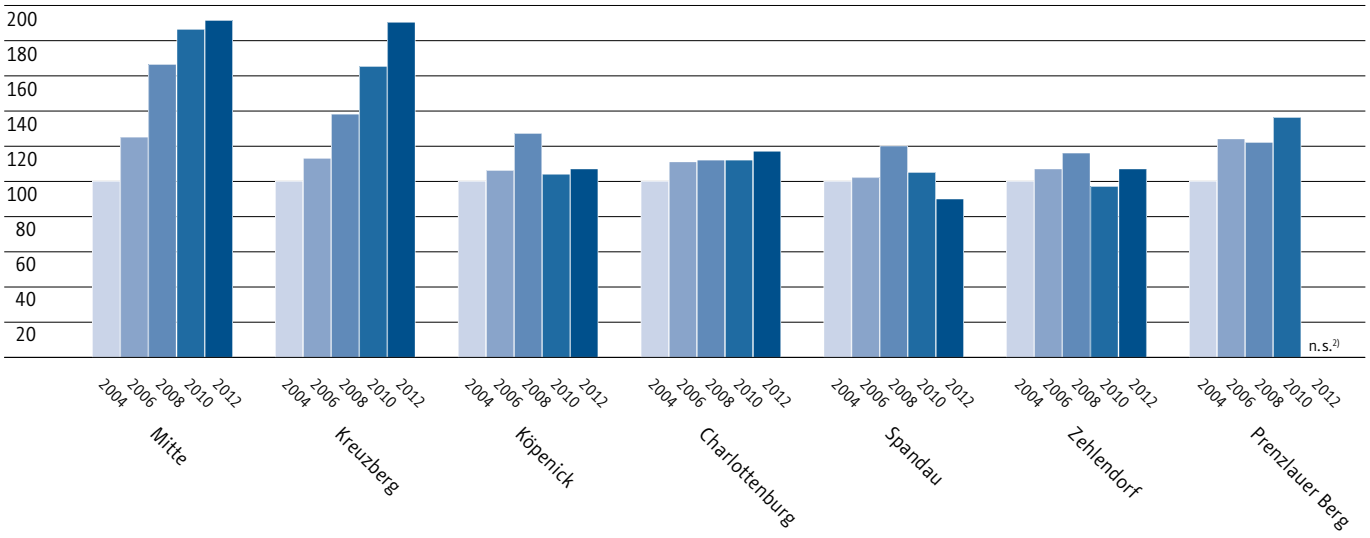


- Cycling paths on both sides of the road
- Cycling paths on one side of the road
- Bus lanes in both directions open to bicycle traffic
- Bus lanes in one direction
- Cycling paths for use in both directions
- Path/Road particularly suitable for cycling (selection)
- Roads with right of way for bicycles

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

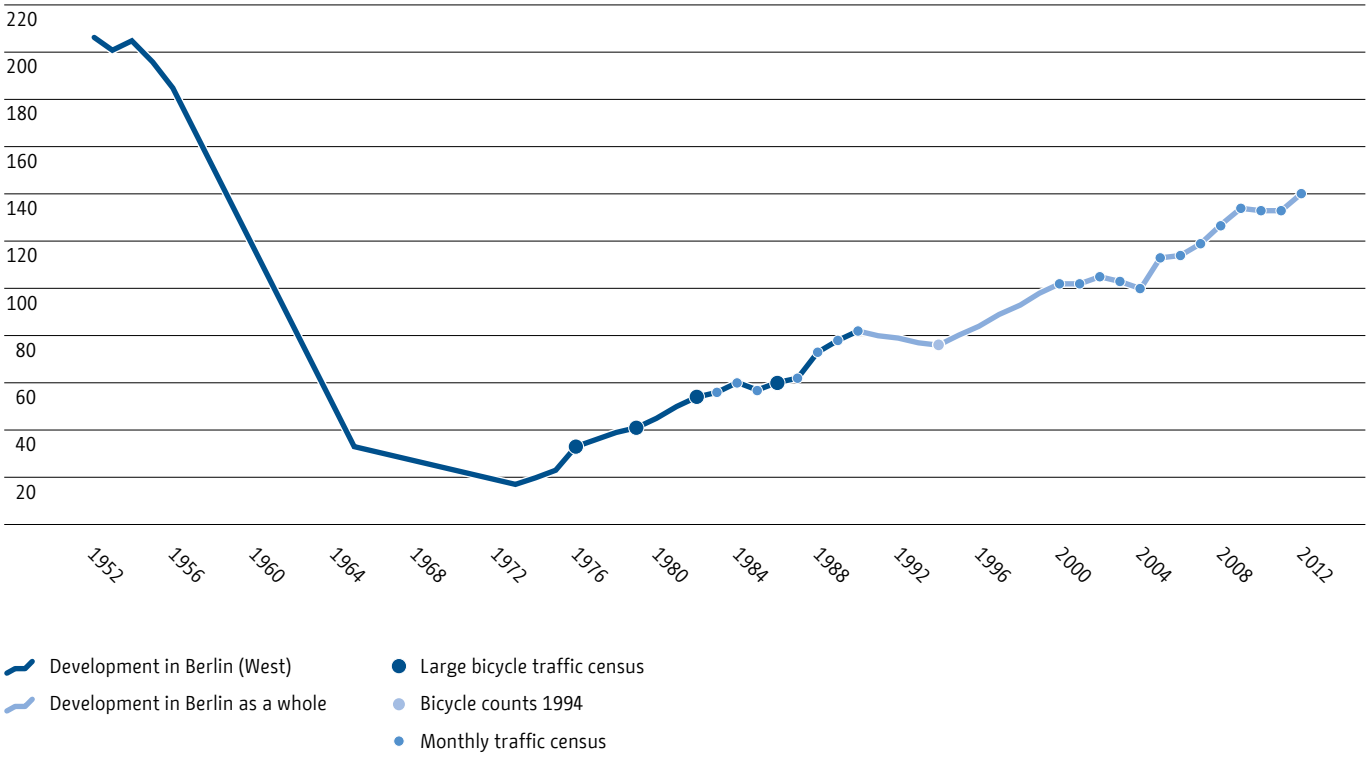
Bicycle traffic at selected counting points[1)]

Relative change in per cent (2004 = 100%)



Bicycle traffic since 1951

Relative change in per cent (2004 = 100%)

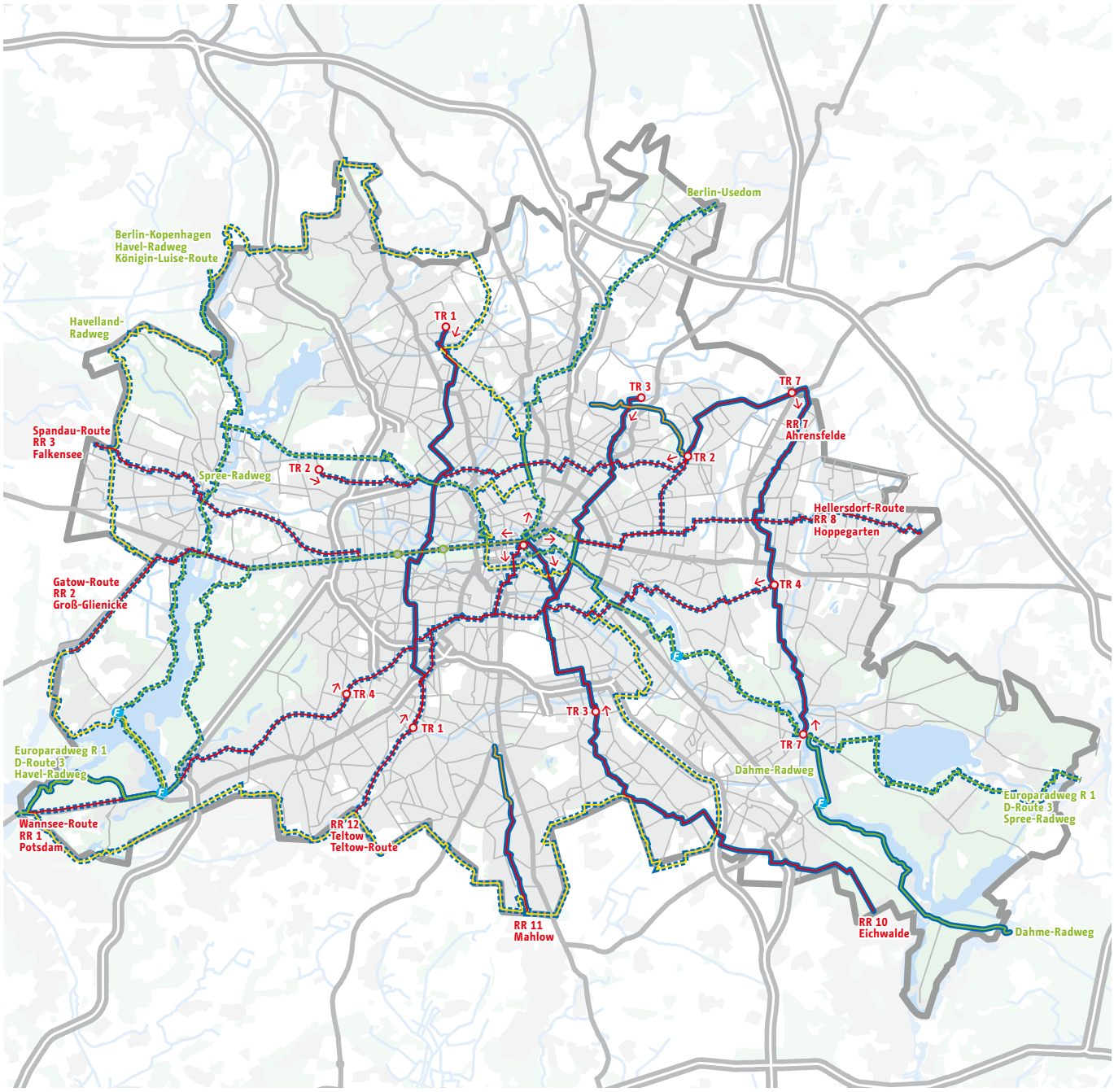


[1)] Counting points: Mitte – Karl-Liebknecht-Straße/Spandauer Straße; Kreuzberg – Zossener Straße/Blücher Straße; Köpenick – Lange Brücke; Charlottenburg – Joachimstaler Straße/Lietzenburger Straße; Spandau – Neuendorfer Straße/Schönwalder Straße; Zehlendorf – Teltower Damm/Schönower Straße; Prenzlauer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

[2)] Construction site

Source: Senate Department for Urban Development and the Environment of the State of Berlin; stadtplan, engineer's office for traffic surveys, statistics and planning: Annual Report on Bicycle Traffic Level Census, 2012, commissioned by Verkehrslenkung Berlin (VLB)

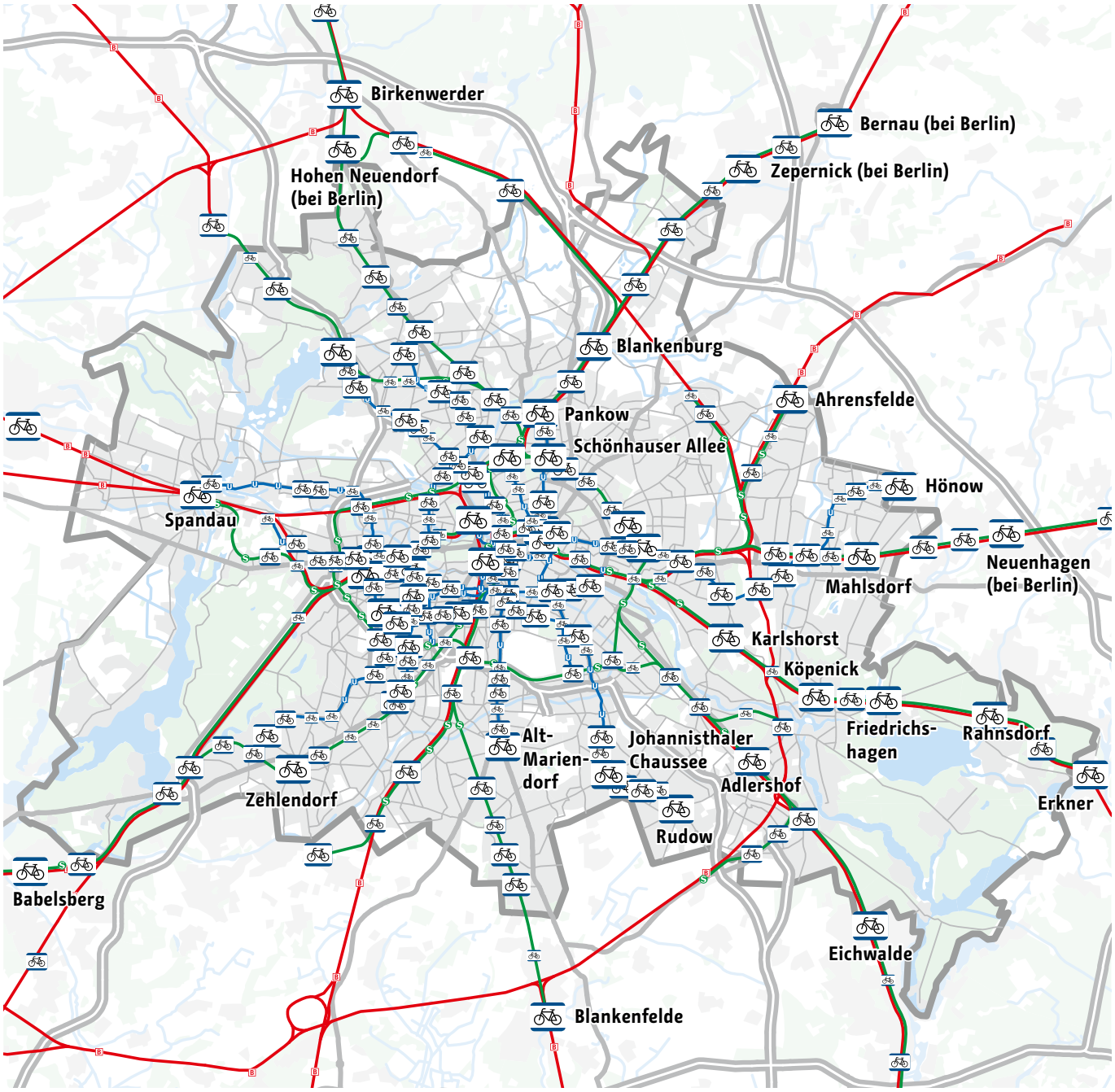
Cycle route signage (2013)



- Main cycle route network
- Long-distance cycle routes
- Berlin Wall Trail
- Extension network
- Signage until 2012
- Signage in 2013
- RR Radial routes (starting from Schlossplatz)
- TR Tangential routes (circular)
- Start/finish of routes
- ← Route direction
- Ferry

Source: Senate Department for Urban Development and the Environment of the State of Berlin

Bike and Ride facilities (2012)



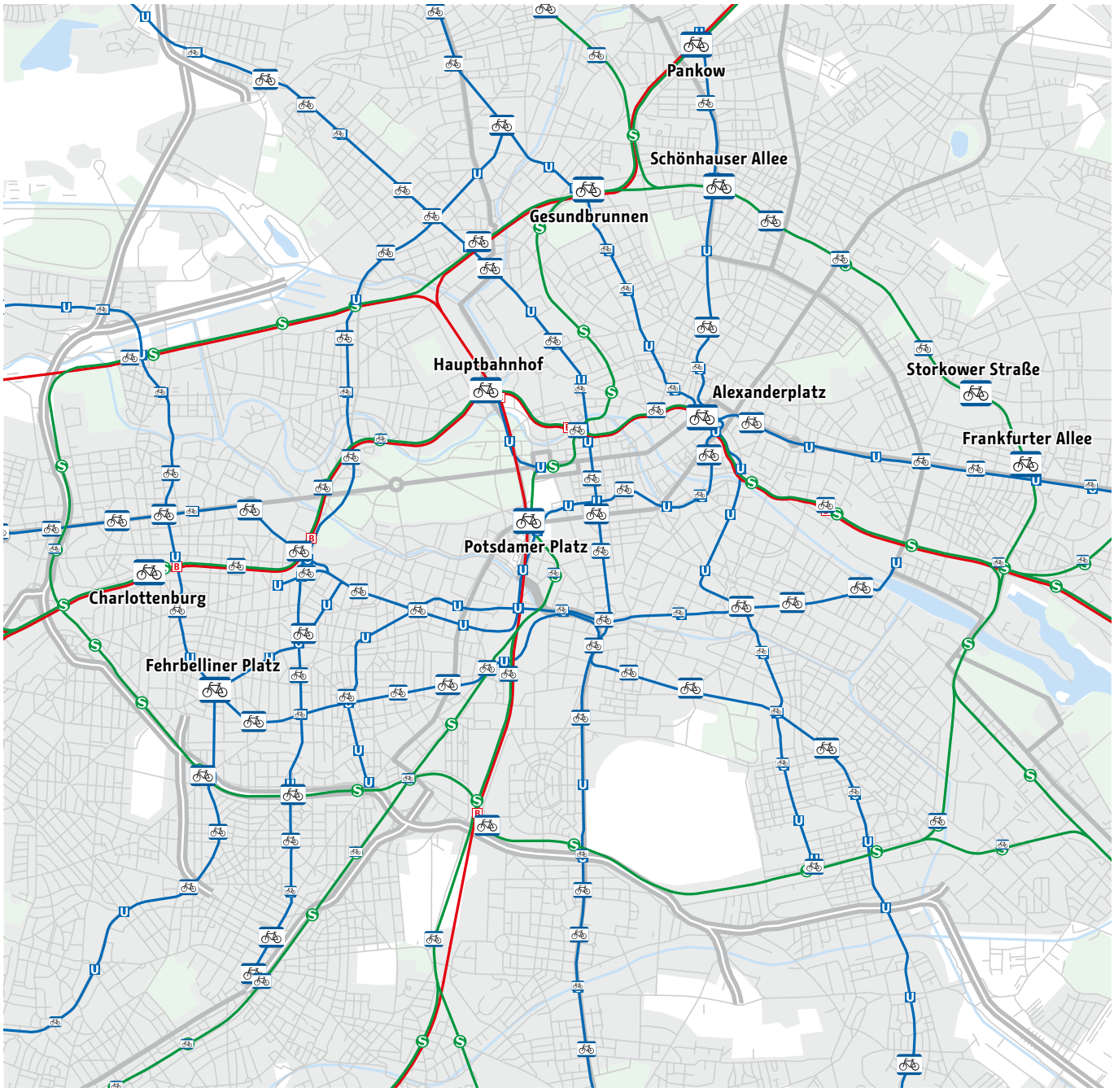
Parking spaces in Bike and Ride facilities

- 30 to <50
- 50 to <100
- 100 to <200
- ≥200

- U-Bahn
- S-Bahn
- Regional railway

Source: BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH; Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Bike and Ride facilities in the city centre (2012)



Parking spaces at Bike and Ride facilities

- 30 to <50
- 50 to <100
- 100 to <200
- ≥200

- U-Bahn
- S-Bahn
- Regional railway

Source: BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH; Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Public transport

Berlin possesses an outstanding local public transportation network. The network of regional trains, S-Bahn (city train), U-Bahn (subway), trams and buses has a total length of around 1,900 km – roughly equivalent to the distance between Berlin and Moscow. Passengers can get on or off at over 3,100 stations and stops. Many U-Bahn and S-Bahn stations – as well as those for regional and mainline trains – have been equipped for disabled access in recent years, with elevators, ramps, escalators and facilities for the sight-impaired. This process is still not

completed. Each year, 937 million passengers use the U-Bahn, buses and trams operated by Berliner Verkehrsbetriebe (BVG) and 395 million the S-Bahn.

Berlin is also very well connected nationally and internationally through rail and air traffic. Infrastructure projects of major importance have been or are in the process of being accomplished, with the opening of the Berlin Hauptbahnhof, the city's new central station, and construction of the major new Berlin-Brandenburg Airport (BER).

Further information on public transport in Berlin can be obtained

on public transport in general at
www.stadtentwicklung.berlin.de/verkehr/politik_planung/oepnv

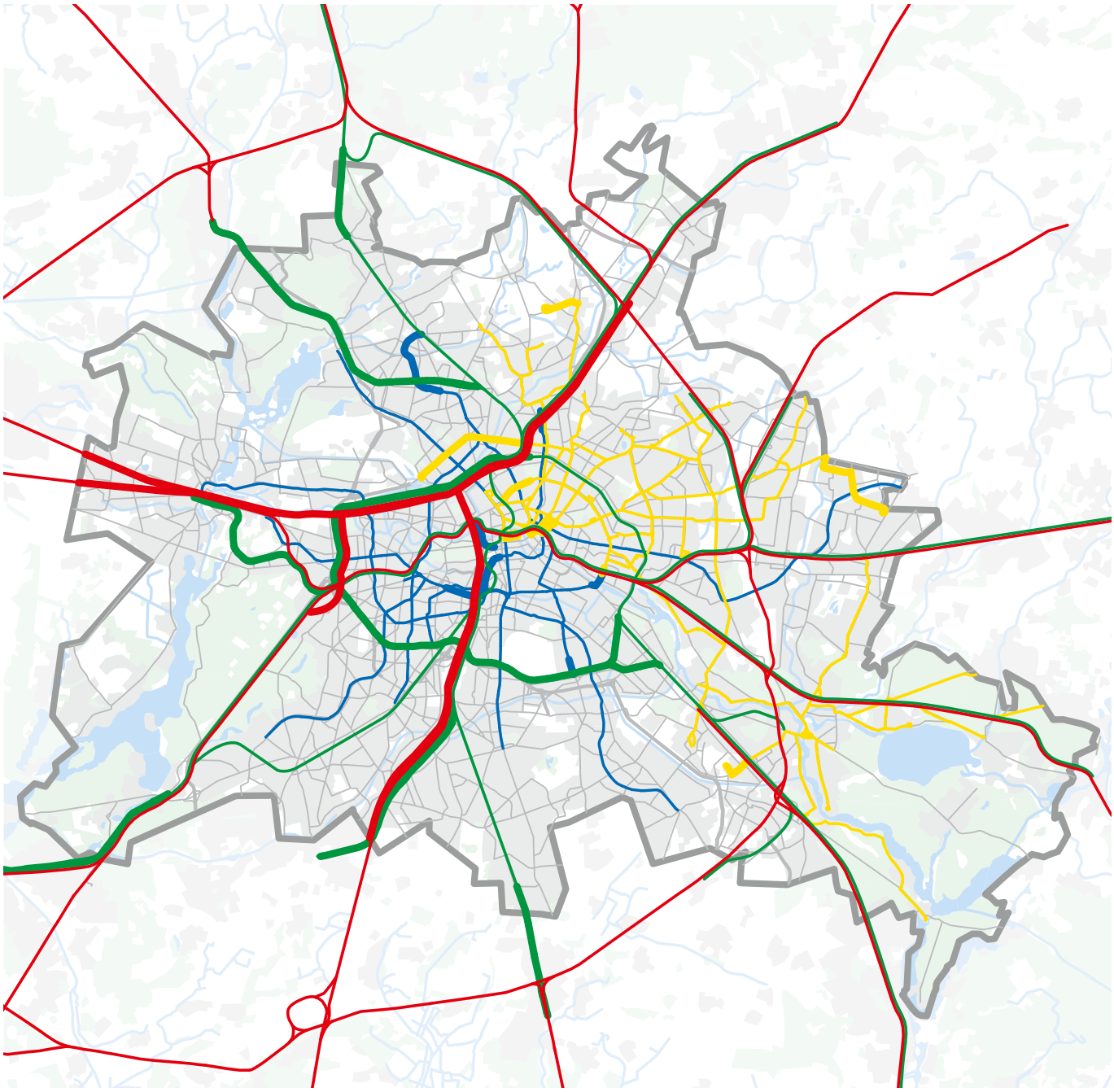
on transport services in Berlin at
www.bvg.de

on the S-Bahn at
www.s-bahn-berlin.de

on Verkehrsverbund Berlin-Brandenburg at
www.vbbonline.de

on DB Bahn at
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 Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Public transport network[1] and stations

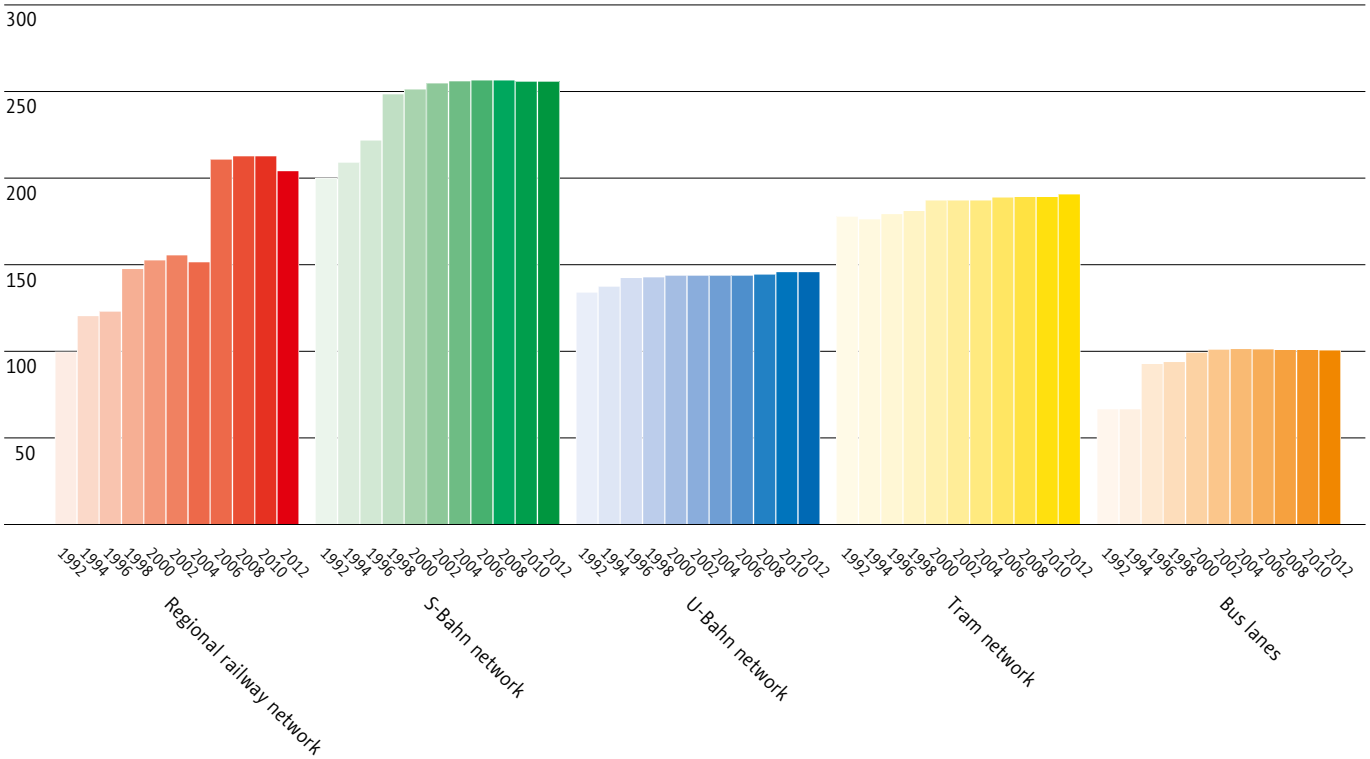
	1992	1994	1996	1998	2000	2002	2004	2006	2008	2010	2012
Regional railway network (in km)	100.0	120.9	123.5	148.2	153.1[4]	156.0[4]	152.0[4]	211.3	213.2	213.2	204.6
Regional stations	9	10	13	13	15	16	15	19	21	21	21
S-Bahn network (in km)	200.4	209.5	222.3	249.0	251.8	255.3	256.5	257.0	257.0	256.2	256.2
S-Bahn stations	97	115	117	128	130	131	131	131	132	132	132
U-Bahn network (in km)[2]	134.5	137.9	142.9	143.3	144.2	144.2	144.2	144.2	144.9	146.3	146.3
U-Bahn stations	160	162	167	169	170	170	170	170	170	173	173
Tram network (in km)[3]	178.3	176.8	179.8	181.6	187.7	187.7	187.7	189.4	189.7	189.7	191.2
Bus lanes per direction (in km)	67.1	67.1	93.3	94.4	99.8	101.5	101.9	101.7	101.4	101.4	101.1

[1] Trafficable network
[2] Line kilometres
[3] Length of routes in operation
[4] Estimated data, fluctuations in network length due to line changes resulting from building works

Source: Senate Department for Urban Development and the Environment of the State of Berlin; BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH; VBB Verkehrsverbund Berlin-Brandenburg GmbH

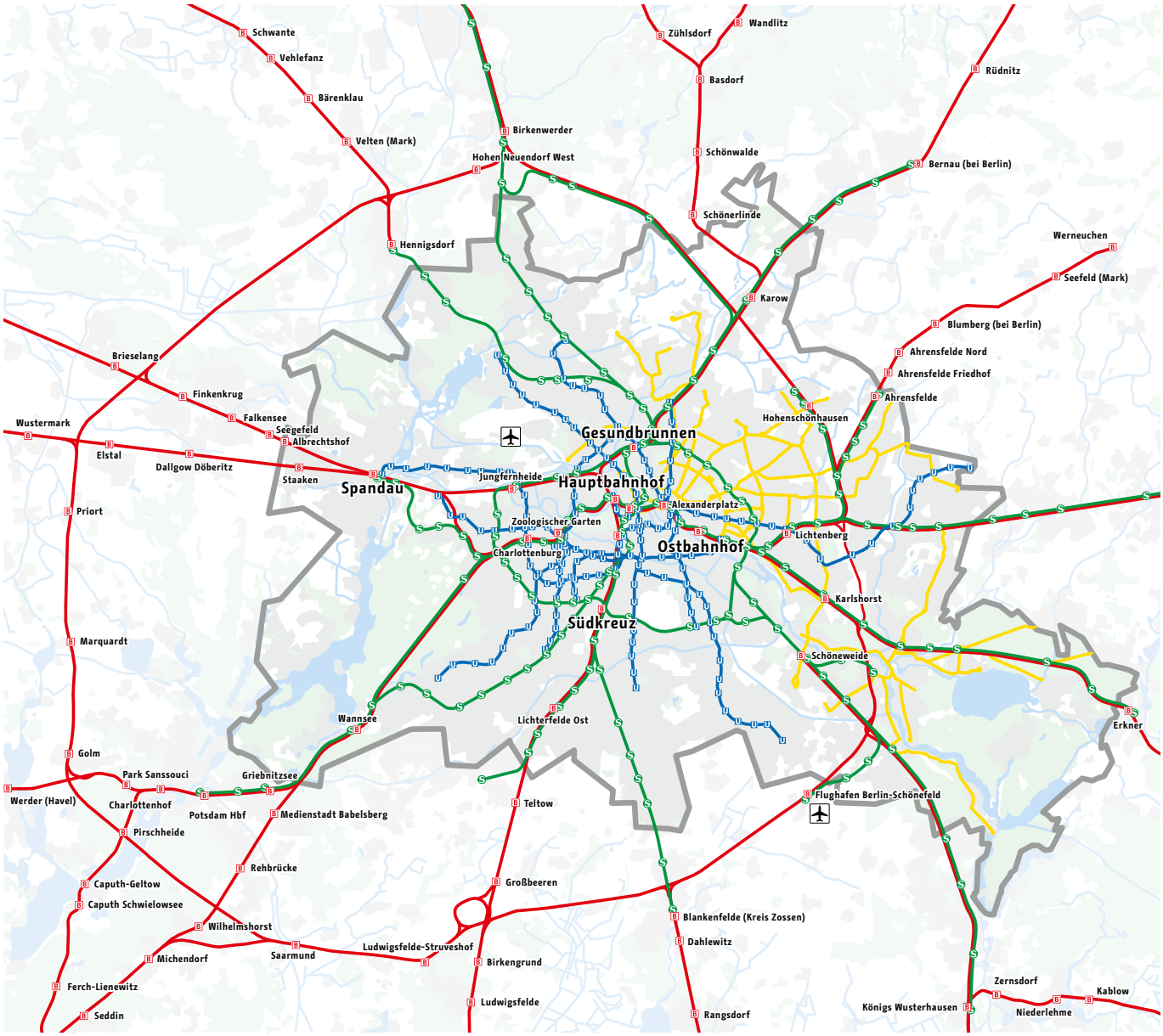
Public transport network

Length of routes in operation in kilometres



Source: Senate Department for Urban Development and the Environment of the State of Berlin; BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH; VBB Verkehrsverbund Berlin-Brandenburg GmbH

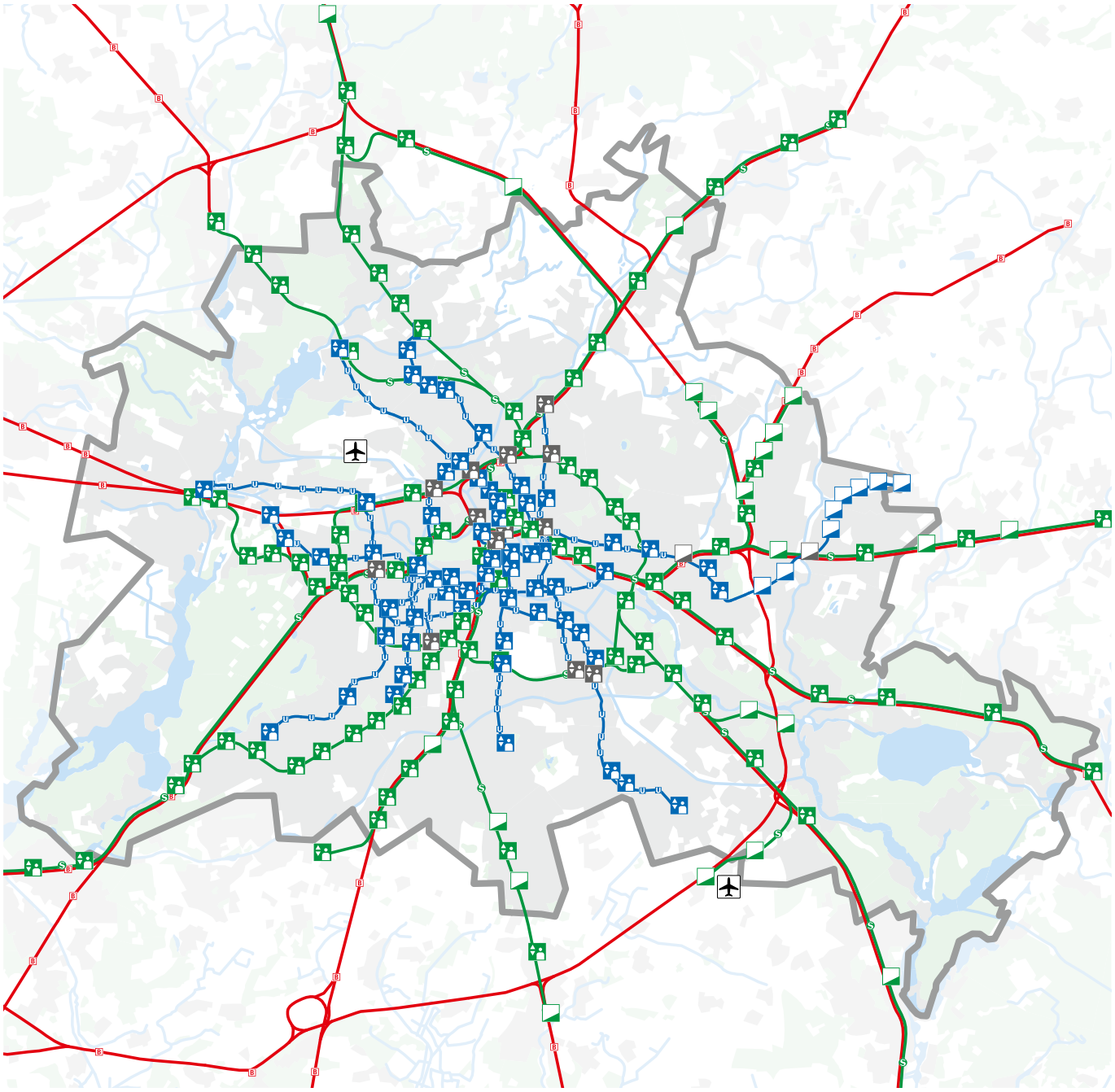
Public rail passenger transport network (2013)



- U-Bahn
- S-Bahn
- Regional railway
- Tram

Source: Senate Department for Urban Development and the Environment of the State of Berlin; route network plan Berlin
Content processing: LK Argus GmbH

Barrier-free stations in the S- and U-Bahn network (2013)



- 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

Source: Senate Department for Urban Development and the Environment of the State of Berlin; route network plan Berlin
Content processing: LK Argus GmbH

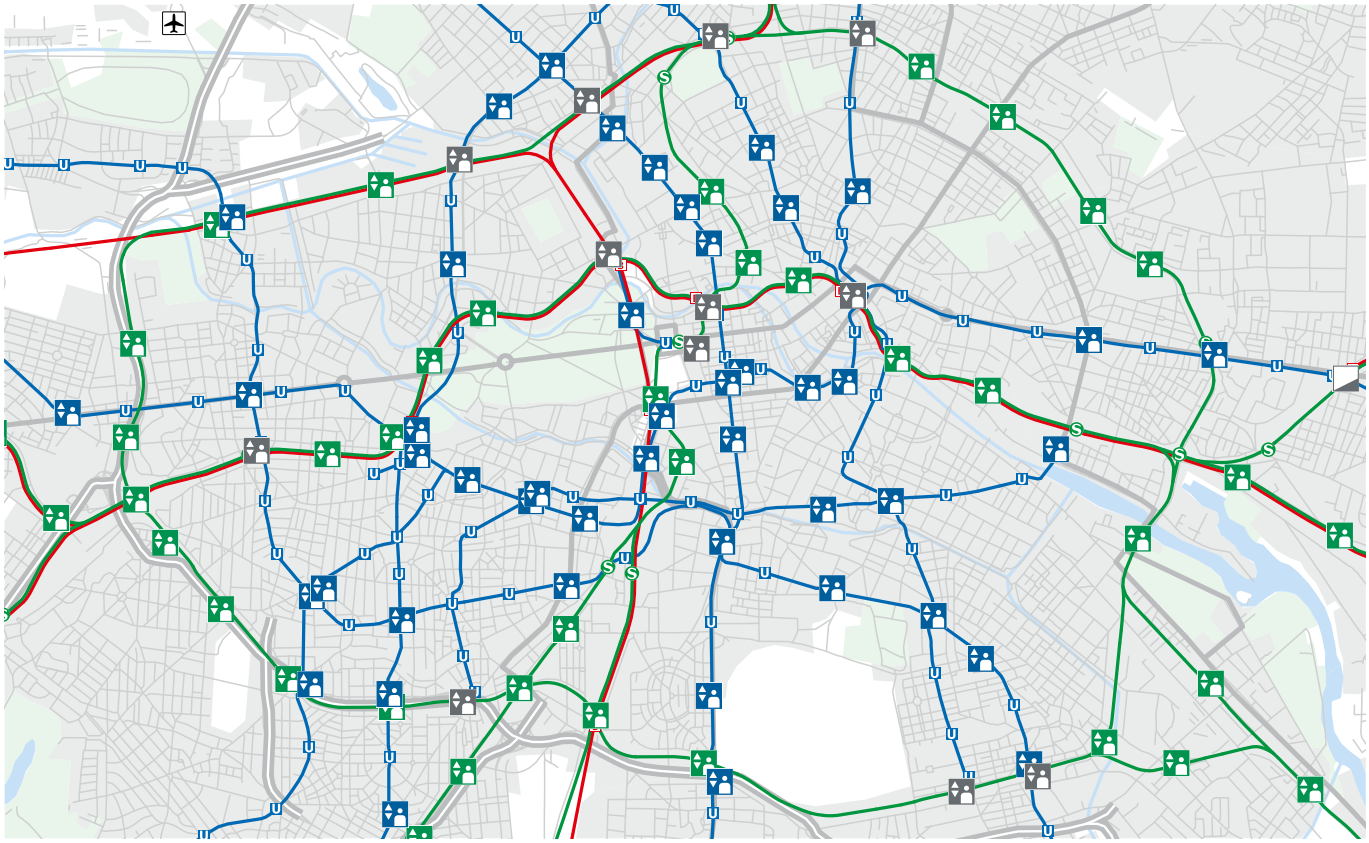
Barrier-free stations

	U-Bahn stations			S-Bahn stations			Main line stations			Regional stations		
	2008	2010	2012	2008	2010	2012	2008	2010	2012	2008	2010	2012
Stations, total	170	173	173	132	132	132	7	7	7	[1]	14	21
with lifts	64	80	89	90	97	103	6	6	6	[1]	11	14
with ramps	9	9	9	15	15	14	2	2	2	[1]	1	3
with escalators	92	94	94	35	36	38	6	6	6	[1]	6	10
with facilities for the blind	93	106	110	75	100	114	5	5	5	[1]	9	10
with information and SOS telephones	170	173	173	89	89	89	4	4	4	[1]	4	4

[1] No survey was made in 2008.

Source: Senate Department for Urban Development and the Environment of the State of 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 (2013)



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

Source: Senate Department for Urban Development and the Environment of the State of Berlin; route network plan Berlin
Content processing: LK Argus GmbH

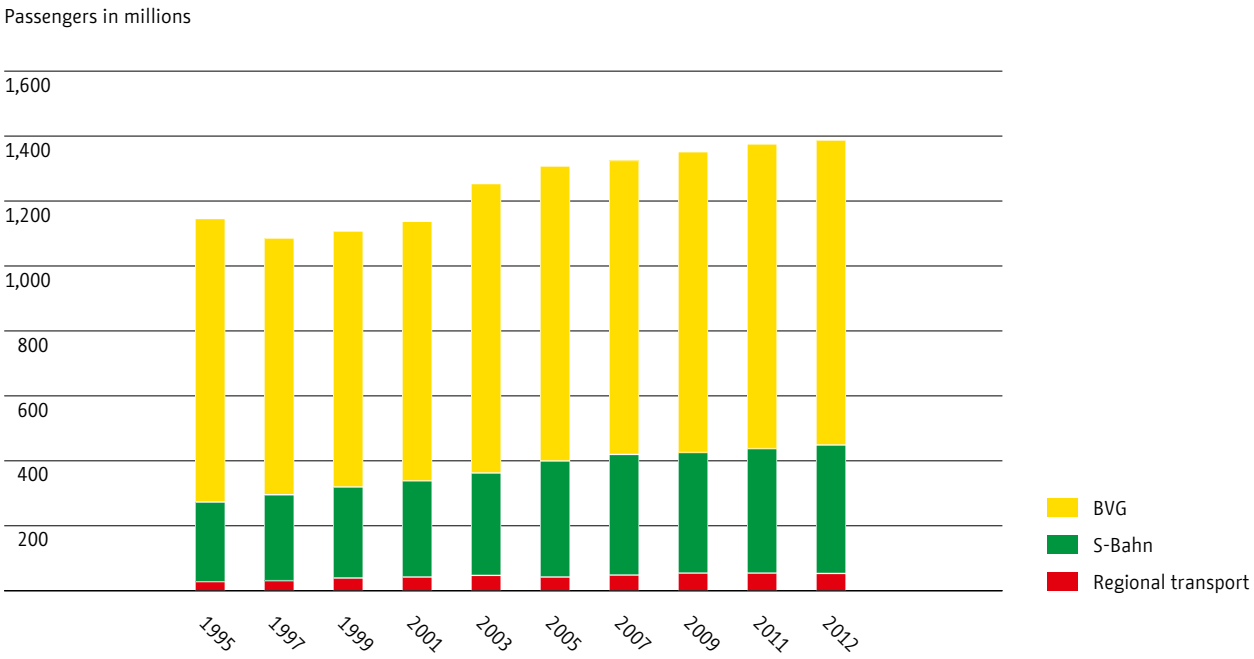
Public transport passenger volume[1)]

	1995	1997	1999	2001	2003	2005	2007	2009	2011	2012[6)]
Annual passenger volume, total (in millions)	1,146	1,085	1,107	1,137	1,253	1,307	1,324	1.351	1,375	1,386
Passengers BVG (U-Bahn, bus & tram) (in millions)	872	789	787	798	890 [3)]	907	904	925	937	937
Passengers S-Bahn (in millions)	245	264	280	296	315	357	371	371[5)]	383	395
Passengers in regional transport (in millions)	29	32	40	43	48	43 [4)]	49	55	55	54
Local network passengers, total (in millions)[2)]			1,038	1,136	1,185	1,227	1,237	1,260	1,281	1,291

[1)] Passenger volume S-Bahn and regional transport including Brandenburg
[2)] Local public transportation network passengers outside the city, and S-Bahn passengers of all transportation providers in Verkehrsbund Berlin-Brandenburg (VBB)
[3)] From 2003 new survey and projection
[4)] From 2005 new survey and projection
[5)] Stagnation in passenger volume as a result of the S-Bahn crisis
[6)] Figures for regional transportation and totals still provisional (later revision possible)

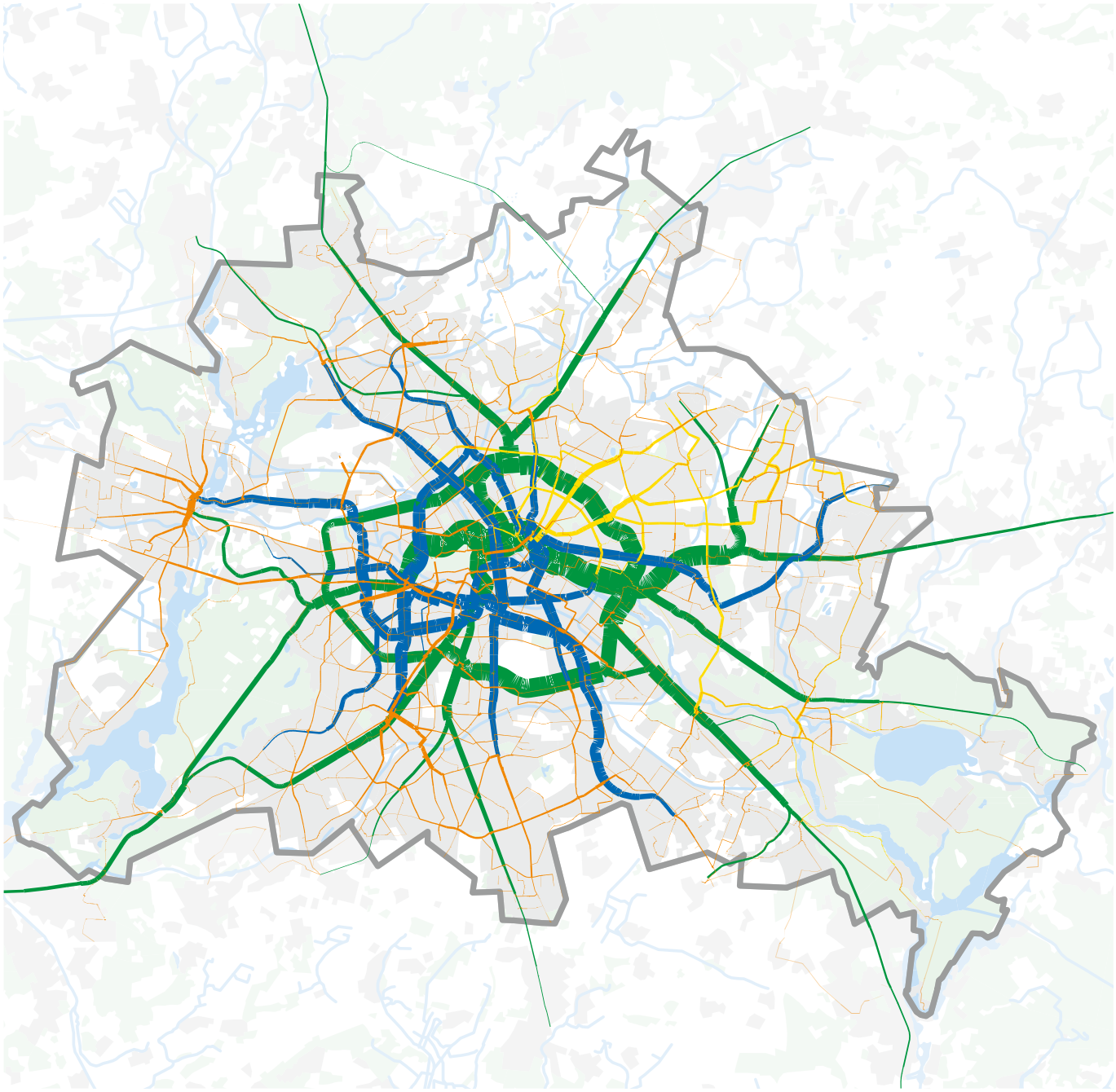
Source: BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH; VBB Verkehrsverbund Berlin-Brandenburg GmbH

Public transport passenger volume



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

Average number of working-day passengers in the public transport network by transport mode[1)]



Number of U-Bahn passengers per average working day
- 10,000
- 20,000
- 40,000
- 80,000

Number of S-Bahn passengers per average working day
- 10,000
- 20,000
- 40,000
- 80,000

Number of tram passengers per average working day
- 10,000
- 20,000
- 40,000
- 80,000

Number of bus passengers per average working day
- 10,000
- 20,000
- 40,000
- 80,000

[1)] Based on traffic survey from 2007

Source: VMZ Berlin Betreibergesellschaft mbH; Senate Department for Urban Development and the Environment of the State of Berlin; Center Nahverkehr Berlin (CNB)
Content processing: LK Argus GmbH

Lines in the public transport daytime network (2012)[1)]

	Number
Regional railway lines	**18**
S-Bahn lines	**15**
U-Bahn lines	**10**
Tram lines, total	**22**
MetroTram lines	9
Omnibus lines, total	**149**
MetroBus lines	17
Express bus lines	13

[1)] As at: 31.12.2012;
Public transport daytime network operates from about 4.30 a.m. to about 1 a.m.

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

Public transport performance

	2004	2006	2008	2010	2011	2012
Kilometres travelled (in millions)[2)3)]						
U-Bahn	20,4	20,3	19,4[5)]	20,6	20,9	21,1
Tram	21,0	20,1	18,3[5)]	19,1	19,2	19,3
Omnibus	91,0	89,3	83,5[5)]	87,2	87,8	88,2
Train kilometres (in millions)[4)]						
S-Bahn (excluding Brandenburg)	29,0	29,0	29,0	29,0	29,0	29,0

[2)] Only passenger transportation journeys as defined by transportation contracts
[3)] U-Bahn and tram transport kilometres, omnibus transport kilometres
[4)] Planned annual transport performance
[5)] Influenced by the BVG strike

Source: Senate Department for Urban Development and the Environment of the State of Berlin; BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH

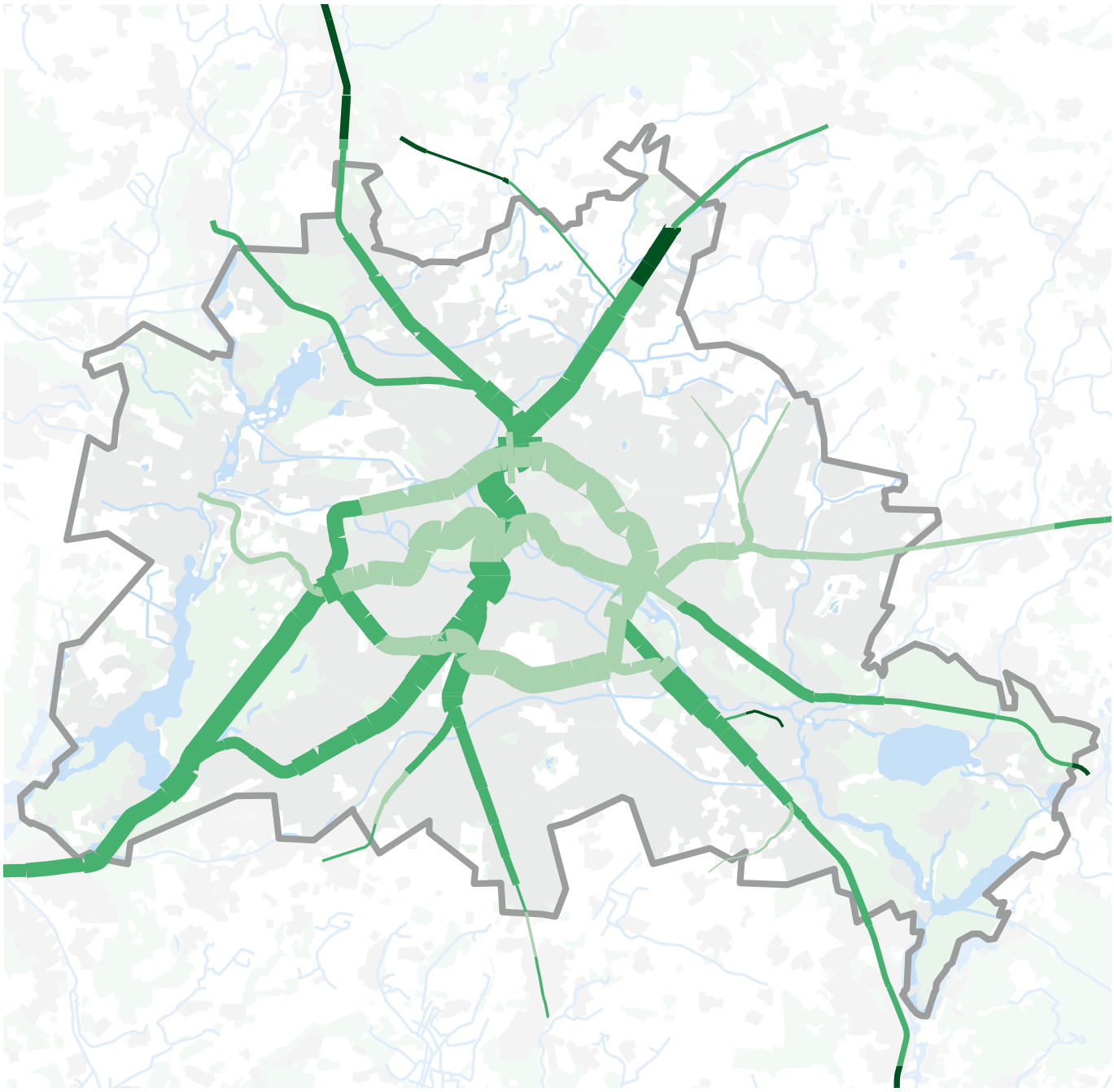
Public transport vehicle stock

	1998	2000	2002	2004	2006	2008	2010	2012
S-Bahn stock of two-carriage trains ("quarter-trains")	**777**	**733**	**766**	**759**	**690**	**632**	**650**	**650**
U-Bahn train carriages, total	**1448**	**1379**	**1391**	**1372**	**1274**	**1268**	**1243**	**1242**
Wide profile	890	866	868	854	772	766	767	766
Small profile	558	513	523	518	502	502	476	476
Tram carriages, total	**557**	**572**	**599**	**602**	**574**	**540**	**391[6)]**	**378[6)]**
Tatra multiple units	388	388	388	387	366	333	237[6)]	189[6)]
Carriages	64	64	64	64	57	56	0[6)]	0[6)]
Low-floor articulated multiple units	105	120	147	150	150	150	150	150
Special vehicles				1	1			
Flexity						1	4	39
Omnibuses, total	**1485**	**1369**	**1554**	**1388**	**1310**	**1298**	**1323**	**1316**
Double-decker	646	464	381	387	388	360	413	415
Single-decker	487	495	644	466	517	387	400	416
Articulated buses	257	300	402	426	311	477	443	468
Special vehicles and bus pool	95	110	127	109	94	74	67	17[7)]

[6)] Only passenger transportation journeys as defined by transportation contracts
[7)] Excluding bus pool

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

Cyclists using S-Bahn on workdays[1)] (2012)



Number of S-Bahn passengers with bicycles per workday[1]

- 500
- 1,000
- 2,000

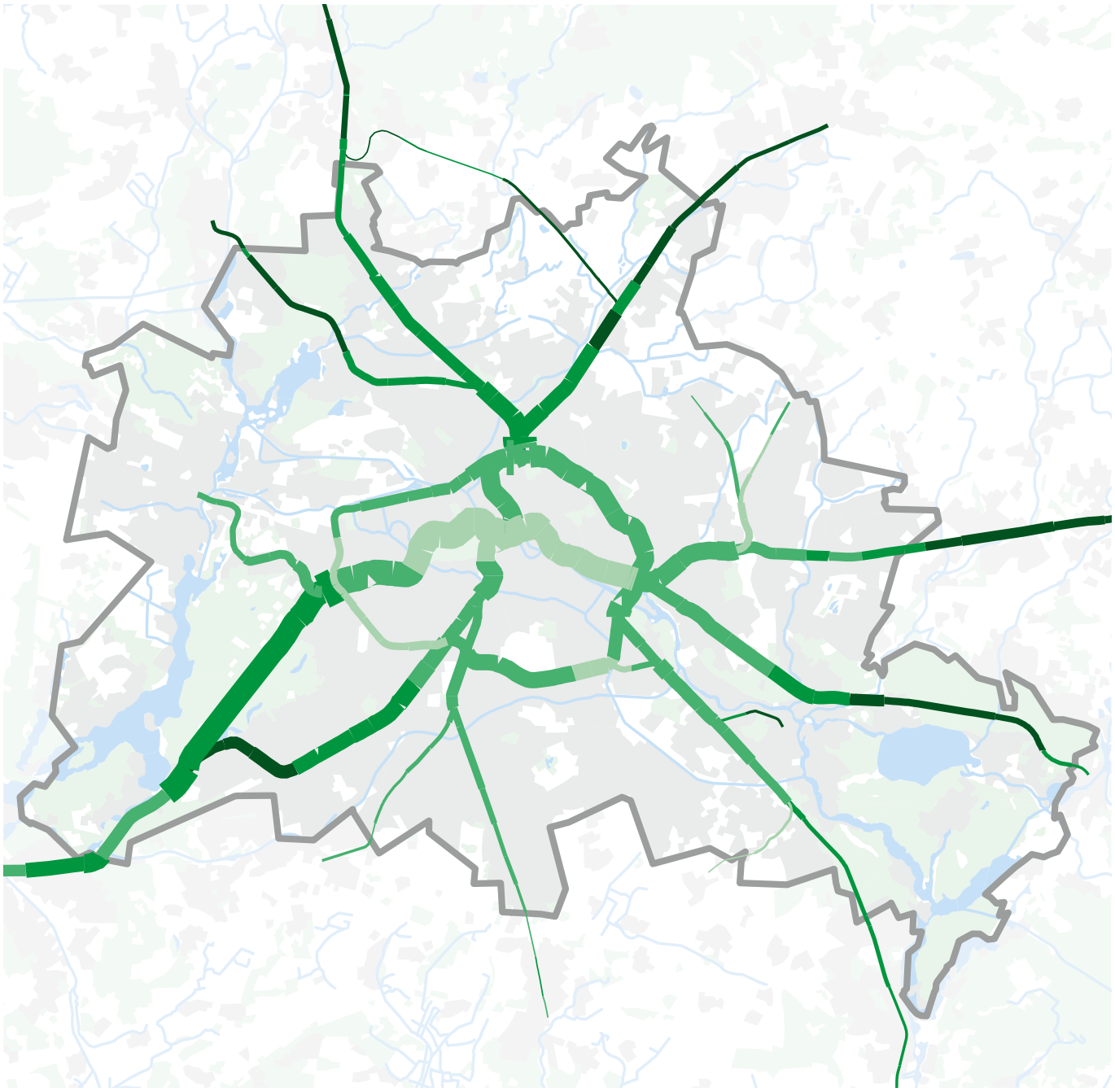
S-Bahn passengers with bicycles as a proportion of total S-Bahn passengers

- Below 2 %
- 2% to 4%
- 4% and above

[1)] Monday to Thursday

Source: Center Nahverkehr Berlin (CNB); S-Bahn Berlin GmbH
Content processing: LK Argus GmbH

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



Number of S-Bahn passengers with bicycles per Sunday or public holiday

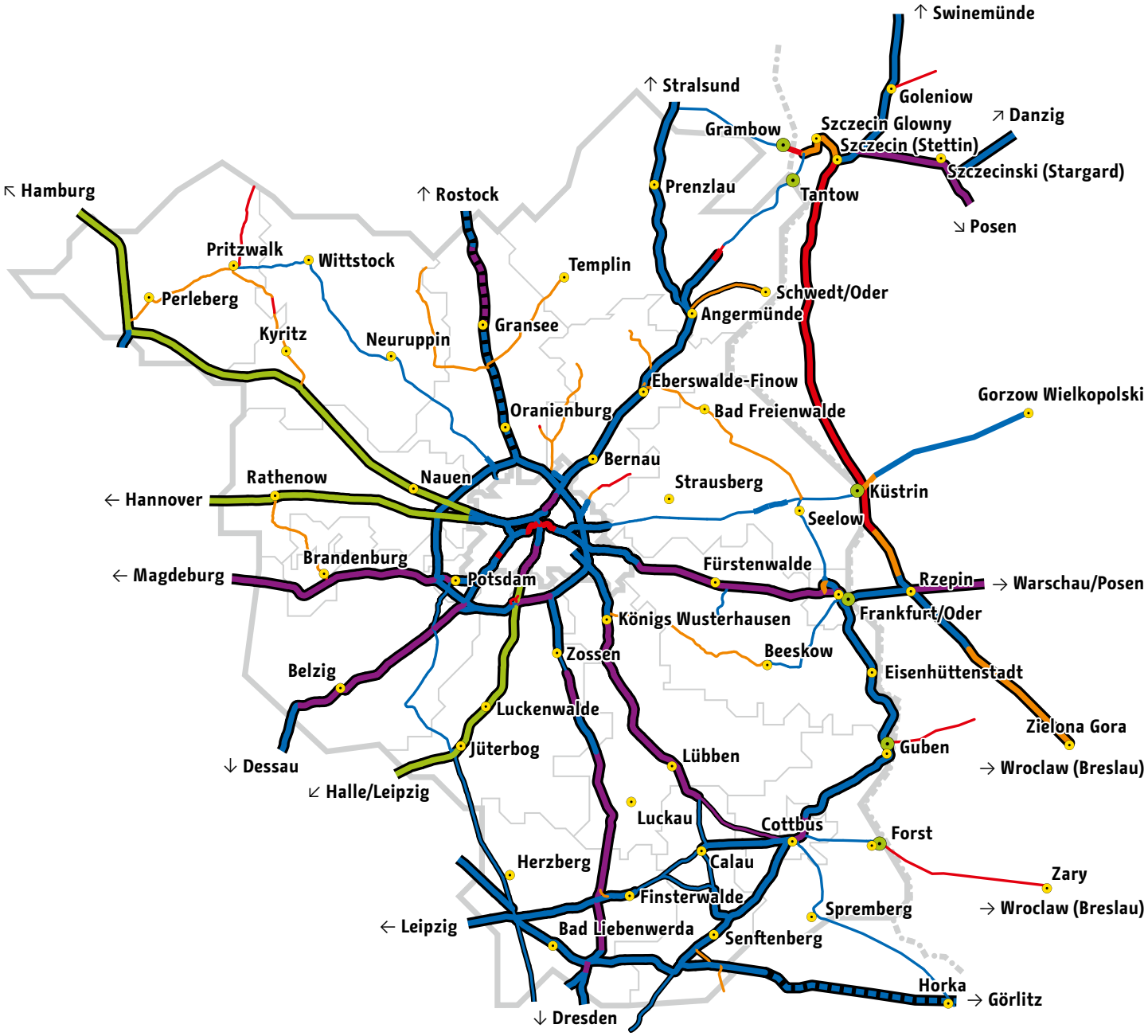
- 500
- 1.000
- 2.000

Number of S-Bahn passengers with proportion of total S-Bahn passengers

- Below 2 %
- 2% to 4%
- 4% to 6%
- 6% and above

Source: Center Nahverkehr Berlin (CNB); S-Bahn Berlin GmbH
Content processing: LK Argus GmbH

Current extent of rail network in the Berlin-Brandenburg region (including German/Polish border area)



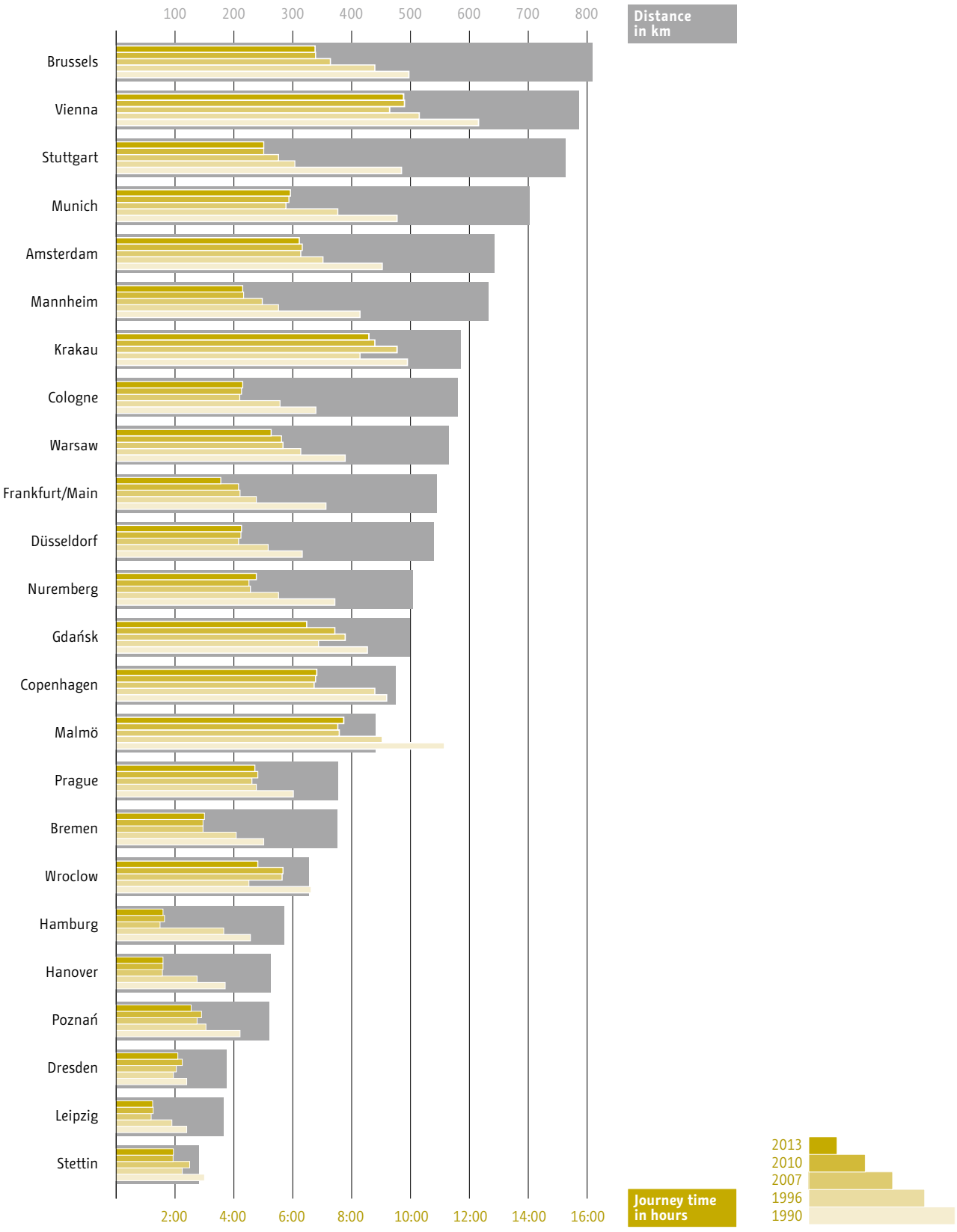
Permissible maximum speed in km/h
- 20 to 60
- 70 to 80
- 100 to 120
- 140 to 160
- 200 to 250

- Electrified and multiple-track
- Electrified and single-track
- Non-electrified and multiple-track
- Non-electrified and single-track
- Route under construction

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

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Journey time in rail transport



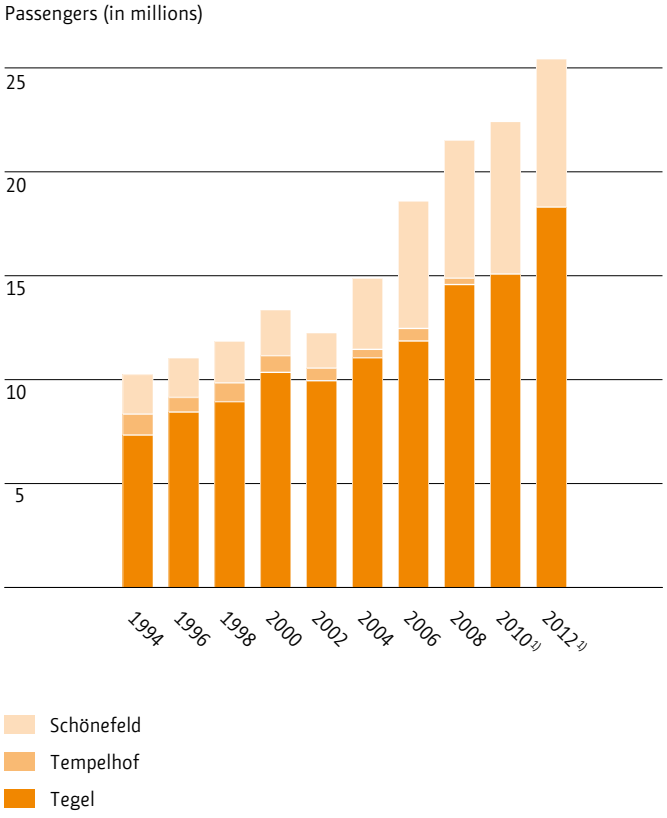
Source: DB Bahn timetables

Passenger volume and flight movements

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

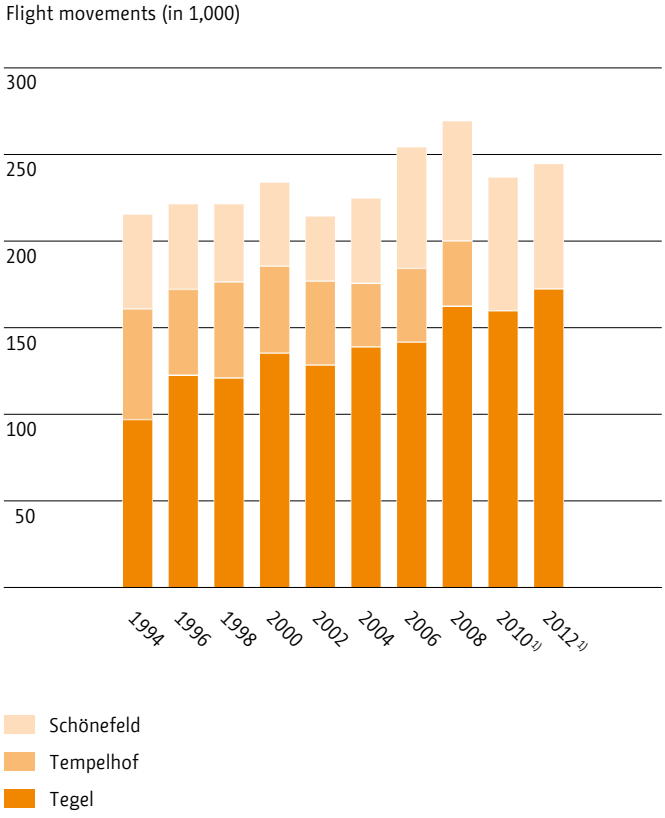
[1] Closure of Tempelhof Airport on 31.10.2008
Source: Flughafen Berlin Brandenburg GmbH, traffic statistics

Passenger volume in air transport



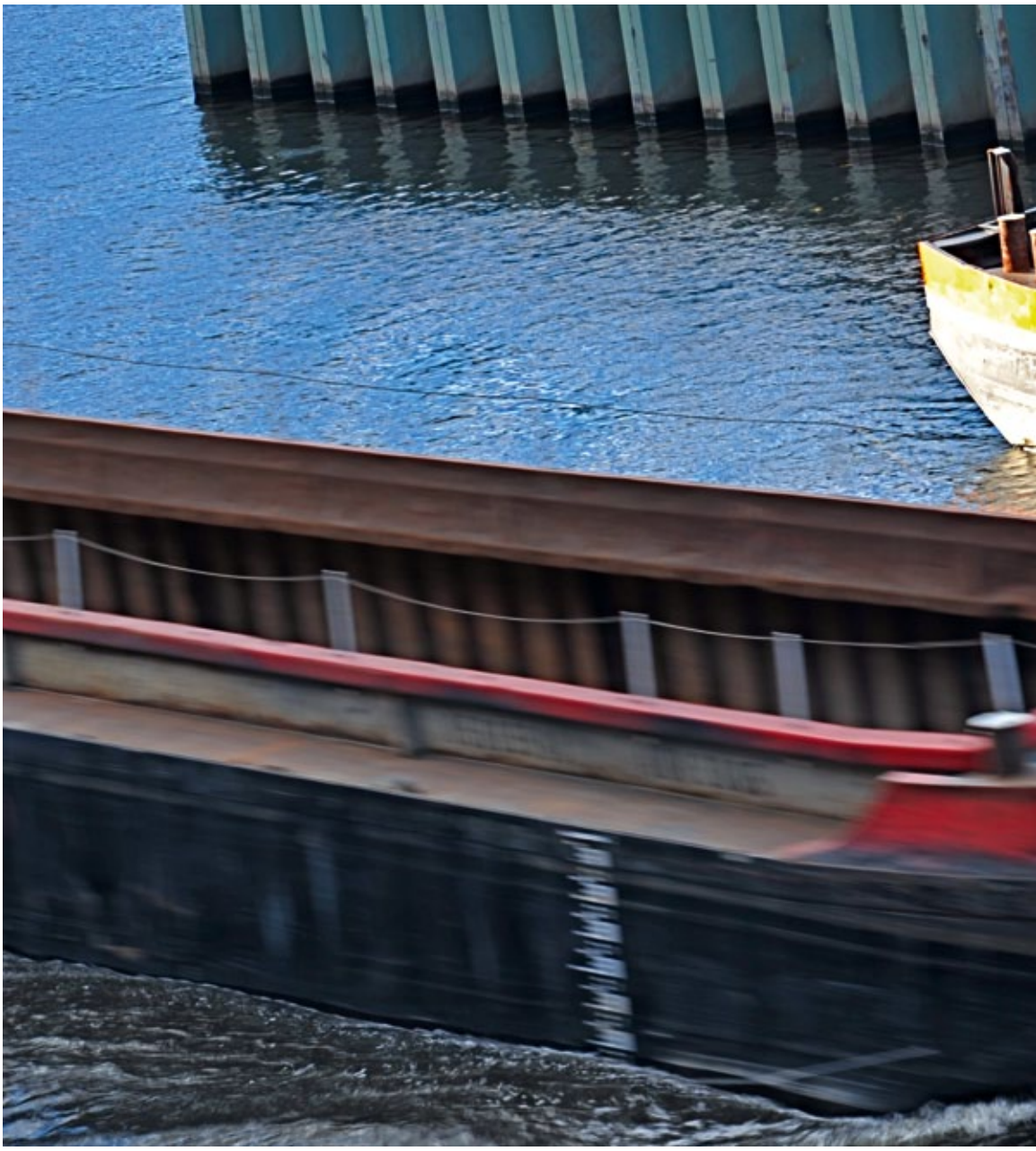
[1] Closure of Tempelhof Airport on 31.10.2008
Source: Flughafen Berlin Brandenburg GmbH, traffic statistics

Flight movements



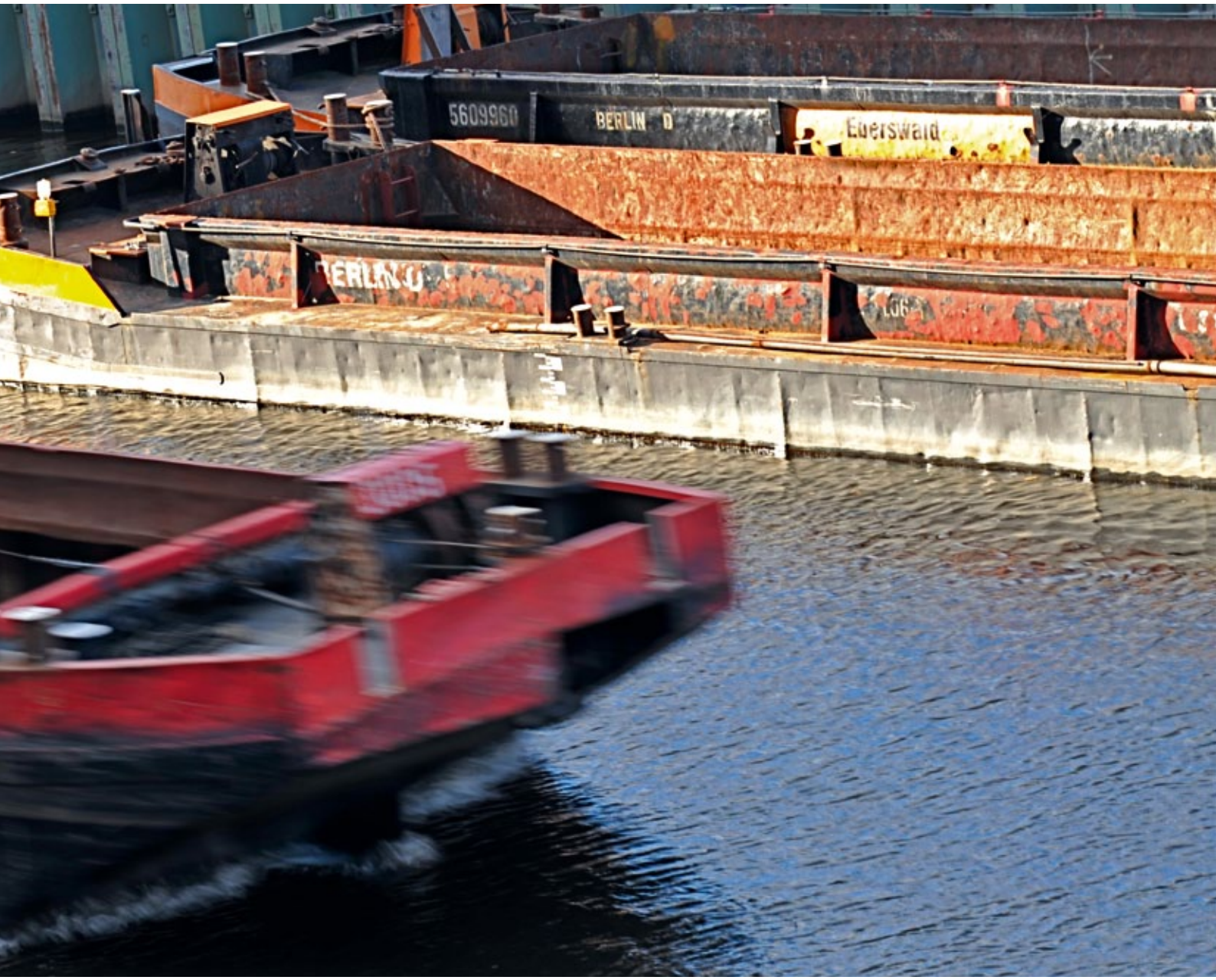
[1] Closure of Tempelhof Airport on 31.10.2008
Source: Flughafen Berlin Brandenburg GmbH, traffic statistics

Freight transport



Freight transport is indispensable for the supply of goods to Berlin and the subsequent disposal of wastes. At the same time, freight transport is responsible for a large proportion of noise and air pollution, and gives rise to substantial expenditure on maintenance. Promotion of freight transport by rail and inland waterways, as well as environmentally friendly management of heavy-duty road traffic, are therefore high priorities.

Since 2009, the growth of the Berlin economy has gone hand in hand



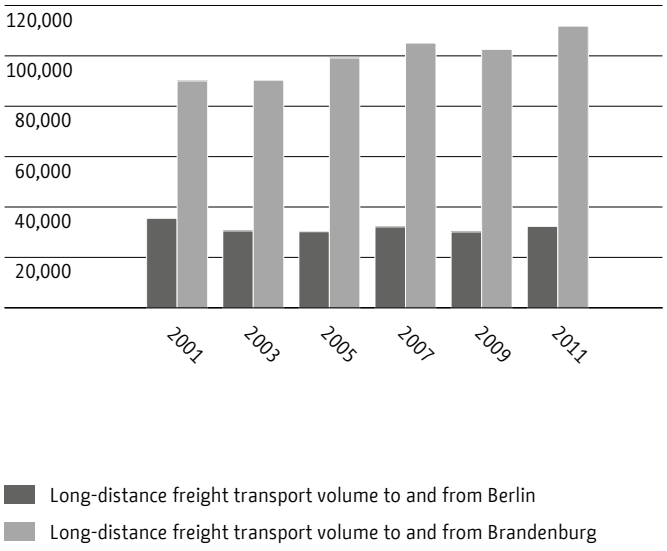
with an increase in freight transport. Freight transport volume increased to 32.4 million metric tons in 2011, up from 30.1 million metric tons in 2009. Rail freight traffic, in particular, is demonstrating positive growth. The freight transport volume increased to 5.5 million tons in 2011, up from 4.2 million tons in 2009.

Most freight, however, continues to be transported by road.

Further information on Berlin's commercial freight and port concepts can be obtained at www.stadtentwicklung.berlin.de/verkehr/politik_planung/gueter

Long-distance freight transport to and from Berlin and Brandenburg

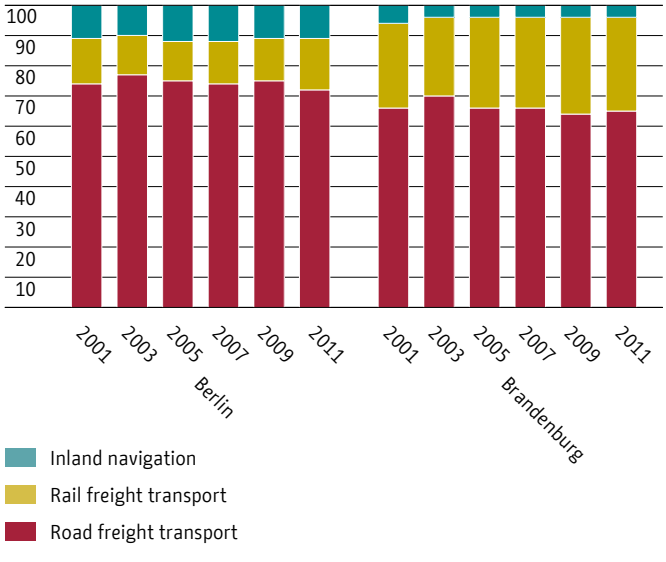
Long-distance freight transport in 1,000 t/year



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 volume in per cent



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

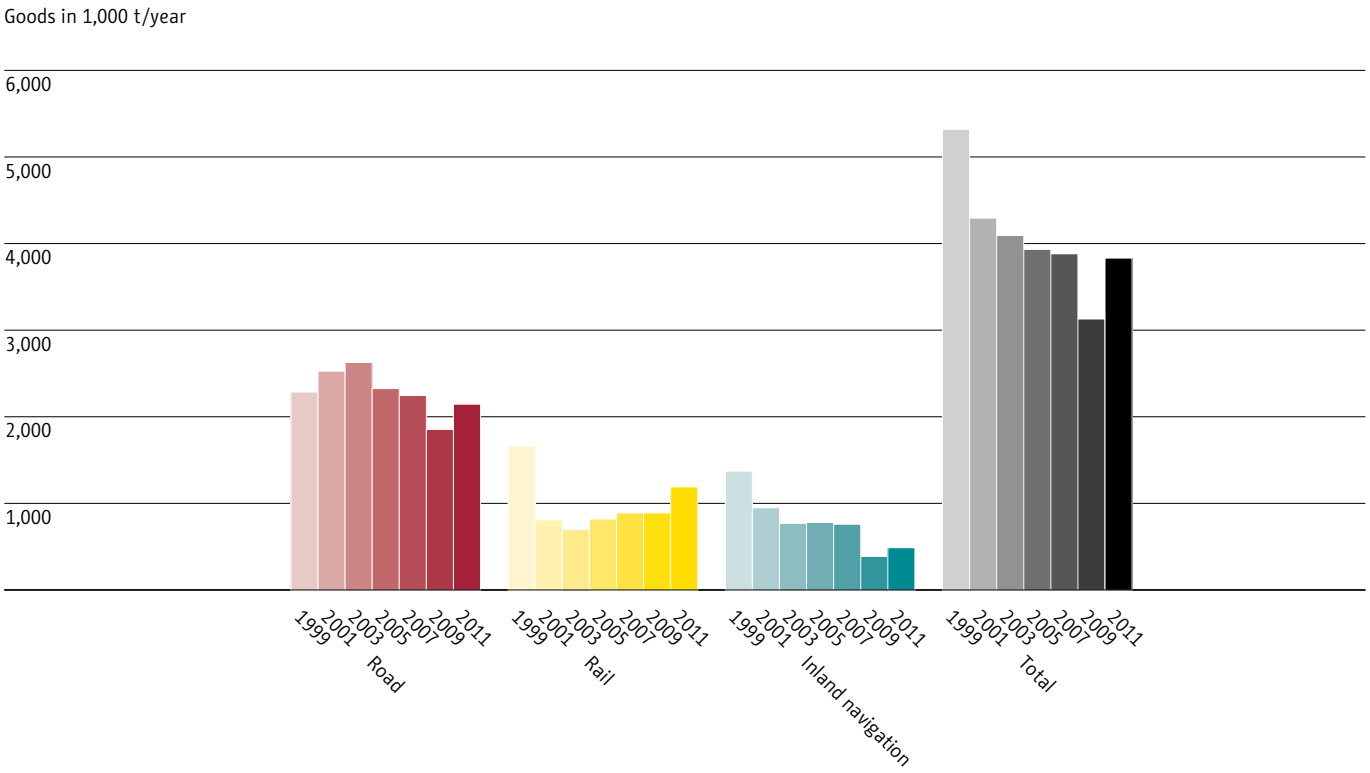
	1999	2001	2003	2005	2007	2009	2011
Incoming and outgoing goods, total (in 1,000 t)	**5,306**	**4,282**	**4,087**	**3,927**	**3,874**	**3,129**	**3,820**
Road	2,279	2,520	2,620	2,323	2,247	1,850	2,141
Rail	1,657	812	700	824	892	886	1,187
Inland navigation	1,370	950	767	780	735	393	492

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

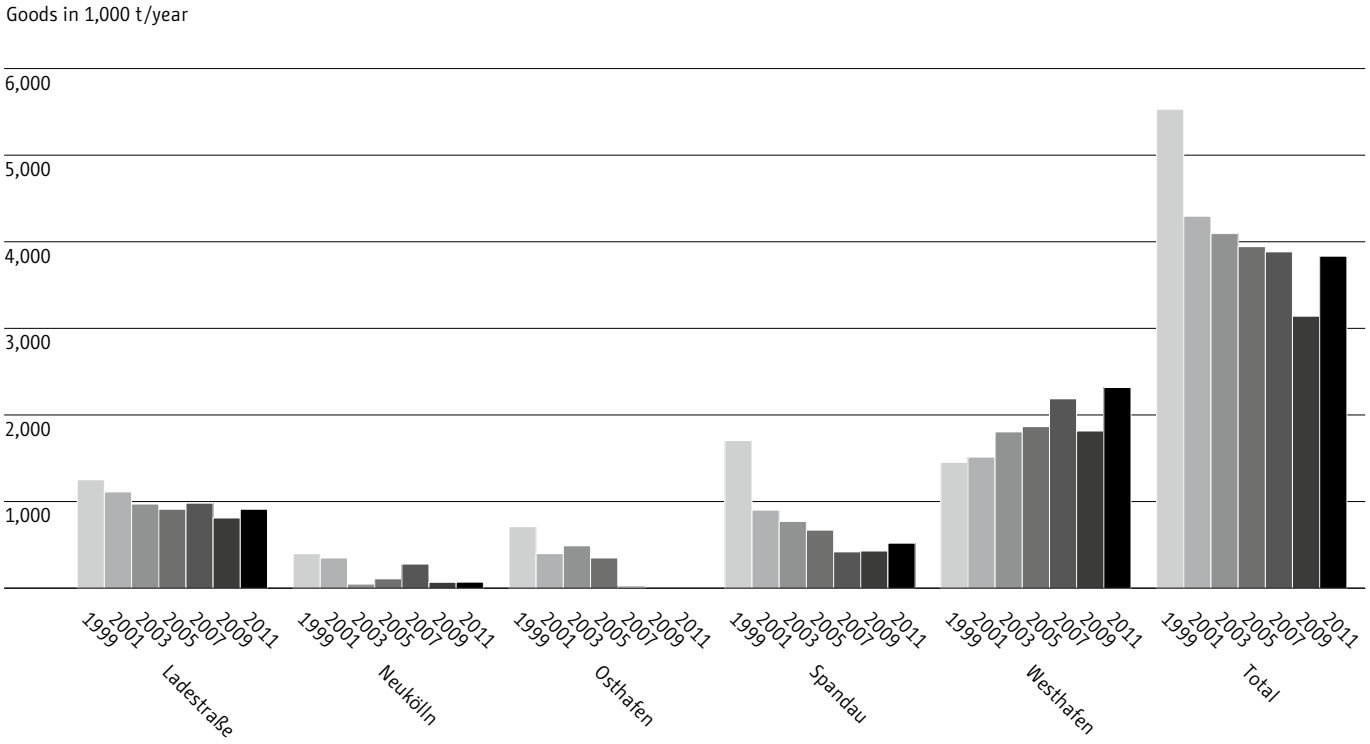
	1999	2001	2003	2005	2007	2009	2011
Incoming and outgoing goods, total (in 1,000 t)	**5,508**	**4,282**	**4,087**	**3,927**	**3,874**	**3,129**	**3,820**
Ladestraße	1,250	1,112	965	909	981	810	910
Neukölln	396	348	45	114	283	71	72
Osthafen	707	404	494	352	4	0	0
Spandau	1,702	906	786	685	421	432	522
Westhafen	1,453	1,512	1,797	1,867	2,185	1,816	2,316

Source: BEHALA – Berliner Hafen- und Lagerhausgesellschaft mbH

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

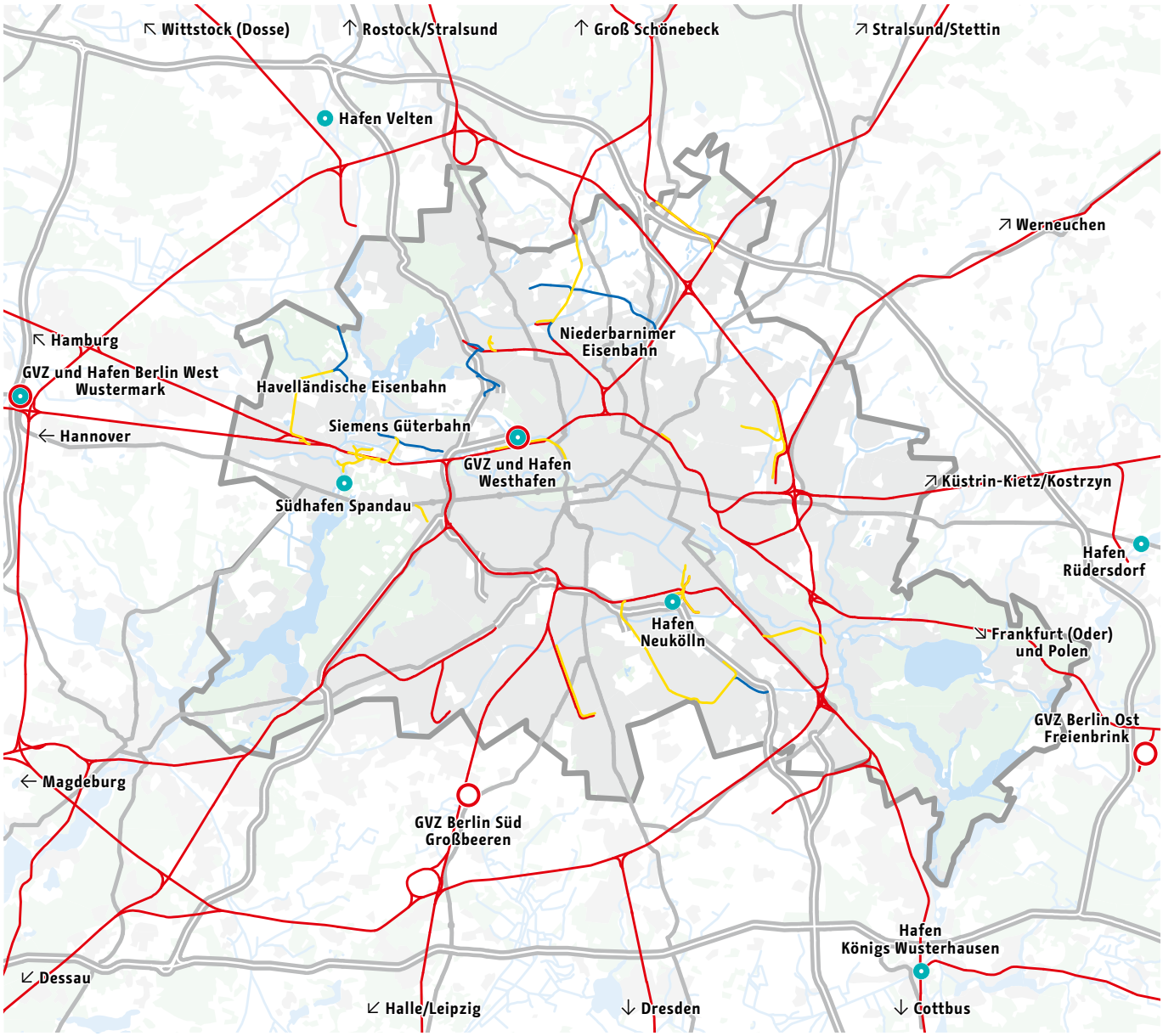


Incoming and outgoing goods handled by the BEHALA logistics company by location



Source: BEHALA – Berliner Hafen- und Lagerhausgesellschaft mbH

Rail infrastructure for freight transport (2012)



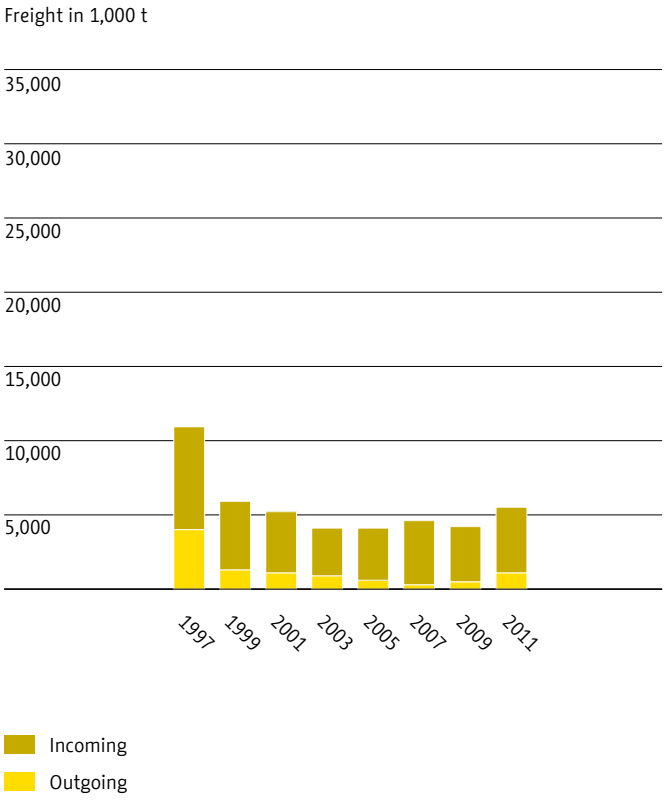
- Port
- Freight transport centre (Güterverkehrszentrum, GVZ) connected to the rail network
- Rail network of DB Bahn
- Non-state-owned railway companies (for example, municipal railway services) and private railway companies (in-use)
- Non-state-owned railway companies (for example, municipal rail services)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

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

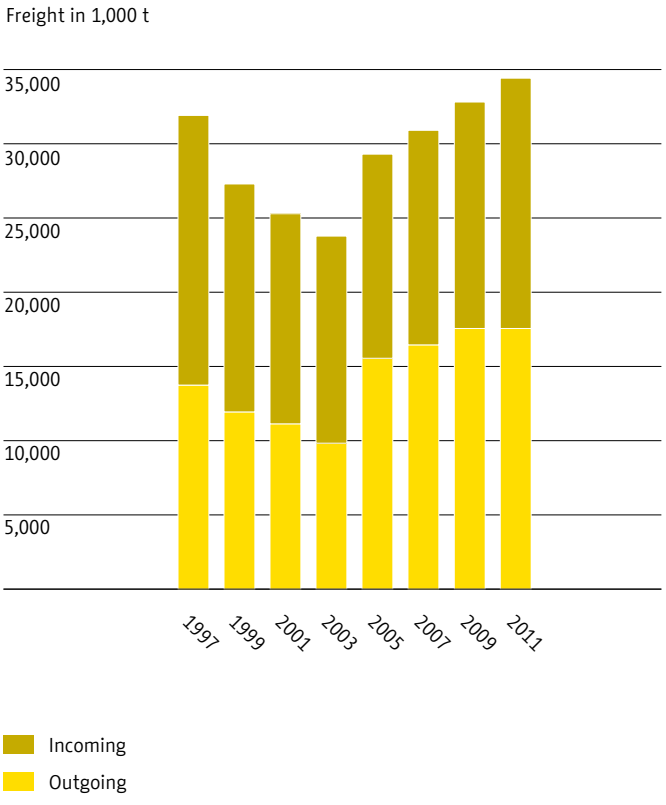
Rail freight transport to and from Berlin and Brandenburg

	1997	1999	2001	2003	2005	2007	2009	2011
Berlin, total (in 1,000 t)	**10,877**	**5,941**	**5,212**	**4,074**	**4,077**	**4,521**	**4,156**	**5,485**
Incoming	6,861	4,641	4,084	3,199	3,503	4,255	3,689	4,398
Outgoing	4,016	1,300	1,128	875	574	266	467	1,087
Brandenburg, total (in 1,000 t)	**31,971**	**27,195**	**25,316**	**23,703**	**29,289**	**30,866**	**32,842**	**34,407**
Incoming	18,175	15,306	14,149	13,916	13,790	14,457	15,298	16,878
Outgoing	13,796	11,889	11,167	9,787	15,499	16,409	17,544	17,529

Rail freight transport to and from Berlin

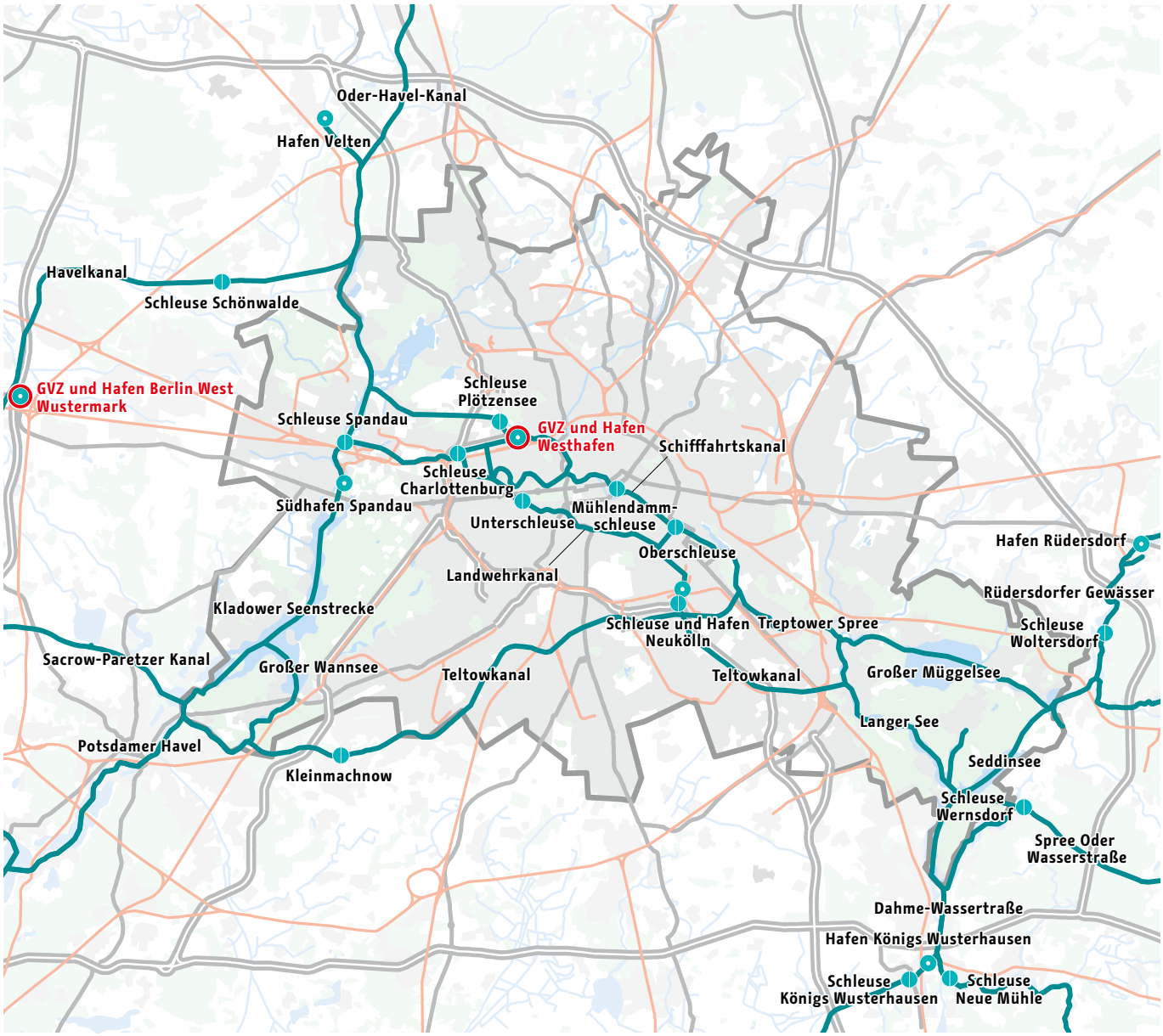


Rail freight transport to and from Brandenburg



Source: Federal Statistics Office

Navigable inland waterways (2012)



- 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 Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Freight transport via inland navigation to and from Berlin

	1993	1995	1997	1999	2001	2003	2005	2007	2009	2011
Freight transport by inland navigation, total (in 1,000 t)	**8,981**	**8,708**	**7,840**	**5,180**	**4,054**	**2,929**	**3,490**	**3,681**	**3,218**	**3,532**
Incoming	6,151	6,581	5,842	4,353	3,844	2,826	3,276	3,411	3,073	3,338
Outgoing	2,830	2,127	1,998	827	210	103	214	270	145	194

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

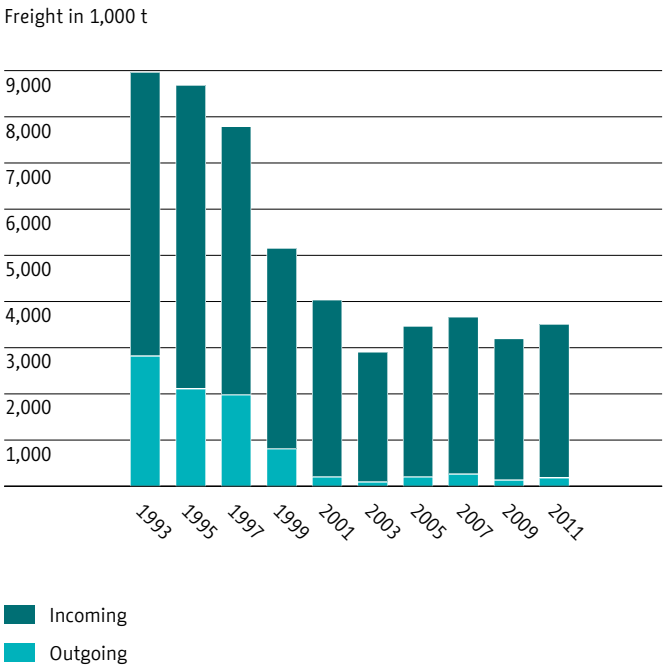
Air freight transport to and from Berlin

	1993	1995	1997	1999	2001	2003	2005	2007	2009	2011
Air freight transport										
Air freight to and from Berlin (in t)[1)]	22,558	34,718	43,402	35,829	41,441	36,718	31,870	29,633	29,302	31,166
Airmail, total (in t)	24,966	22,088	19,034	16,366	16,179	14,712	12,075	9,214	5,630	667

[1)] Including onward transport by road

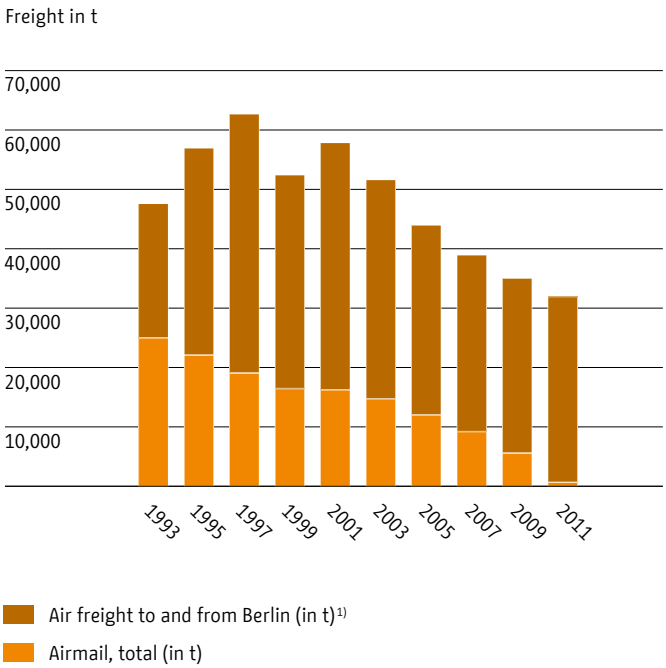
Source: Flughafen Berlin Brandenburg GmbH, traffic statistics

Freight transport via inland navigation to and from Berlin



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

Air freight transport to and from Berlin



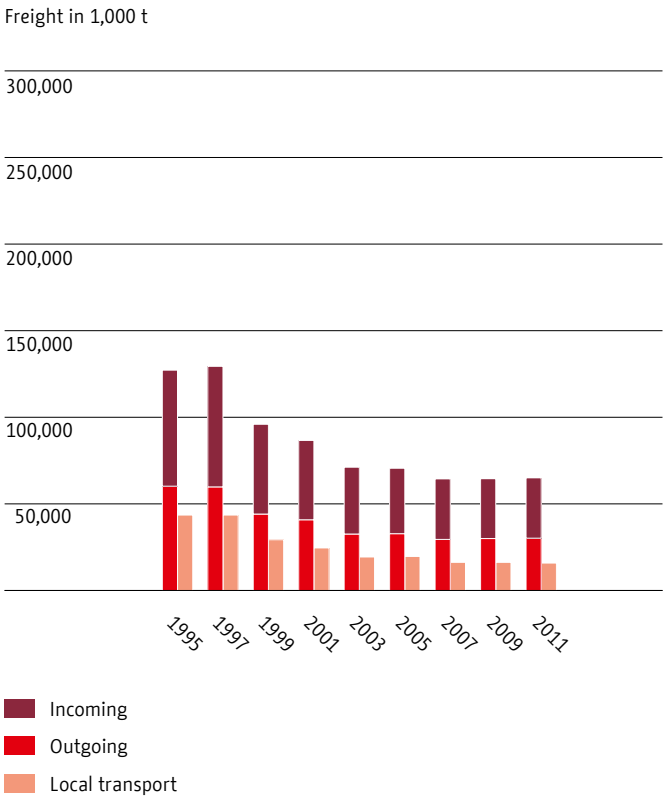
[1)] Including onward transport by road

Source: Flughafen Berlin Brandenburg GmbH, traffic statistics

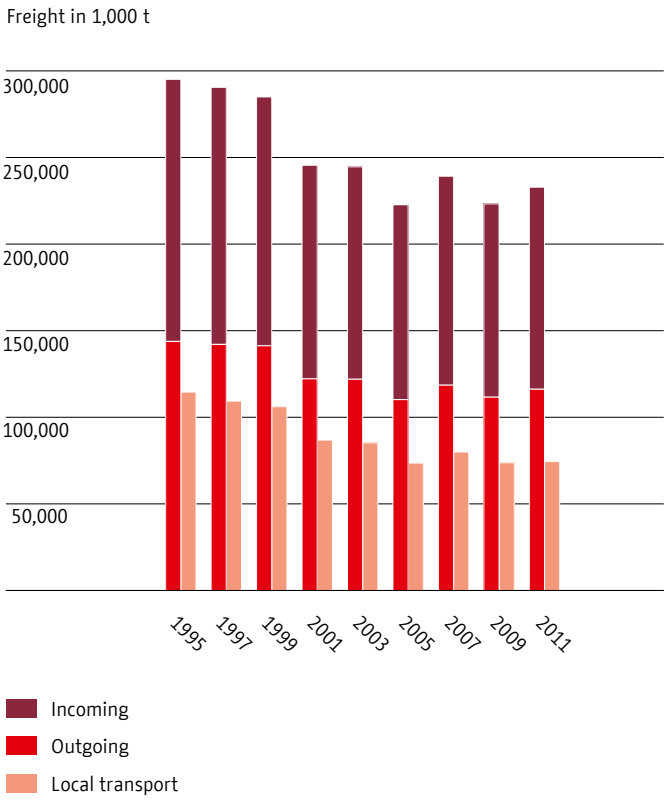
Road freight transport to and from Berlin and Brandenburg

	1995	1997	1999	2001	2003	2005	2007	2009	2011
Berlin, total (in 1,000 t)	**126,989**	**129,159**	**95,785**	**85,761**	**71,134**	**70,683**	**64,459**	**64,633**	**65,160**
Incoming	66,781	69,346	51,607	45,669	38,412	37,692	34,842	34,491	34,775
Outgoing	60,208	59,813	44,178	40,092	32,722	32,991	29,617	30,142	30,385
Local transport Berlin	43,617	43,681	29,430	24,760	19,572	19,853	16,423	16,402	16,002
Brandenburg, total (in 1,000 t)	**294,167**	**289,645**	**283,959**	**244,874**	**244,098**	**222,363**	**239,051**	**223,258**	**232,082**
Incoming	150,619	147,786	143,041	122,763	122,250	112,094	120,601	111,695	116,006
Outgoing	143,548	141,859	140,918	122,111	121,848	110,269	118,450	111,563	116,076
Local transport Brandenburg	114,379	109,109	105,911	86,764	85,149	73,569	79,880	73,655	74,321

Road freight transport to and from Berlin



Road freight transport to and from Brandenburg



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. The number of traffic accidents on Berlin roads has fallen by around 38,400 since 1992. Nevertheless, 130,000 traffic accidents still occur every year. People are injured in approximately one in every ten accidents.

Although the number of casualties has fallen by around 25 percent in the last 20 years, the risk of injury and the proportion of severely injured persons are high, particularly among pedestrians and cyclists.

30 percent of persons injured in road accidents are cyclists, although only 13 percent of all journeys are made by bicycle. The framework for effective road safety measures was created in 2005 with the Berlin 2010 traffic safety program Berlin Sicher Mobil (Berlin: Mobile and Safe). Issued annually, the road safety report is the key component for evaluating the success of the road safety program and making any necessary adjustments to it.

Further information on road safety can be obtained

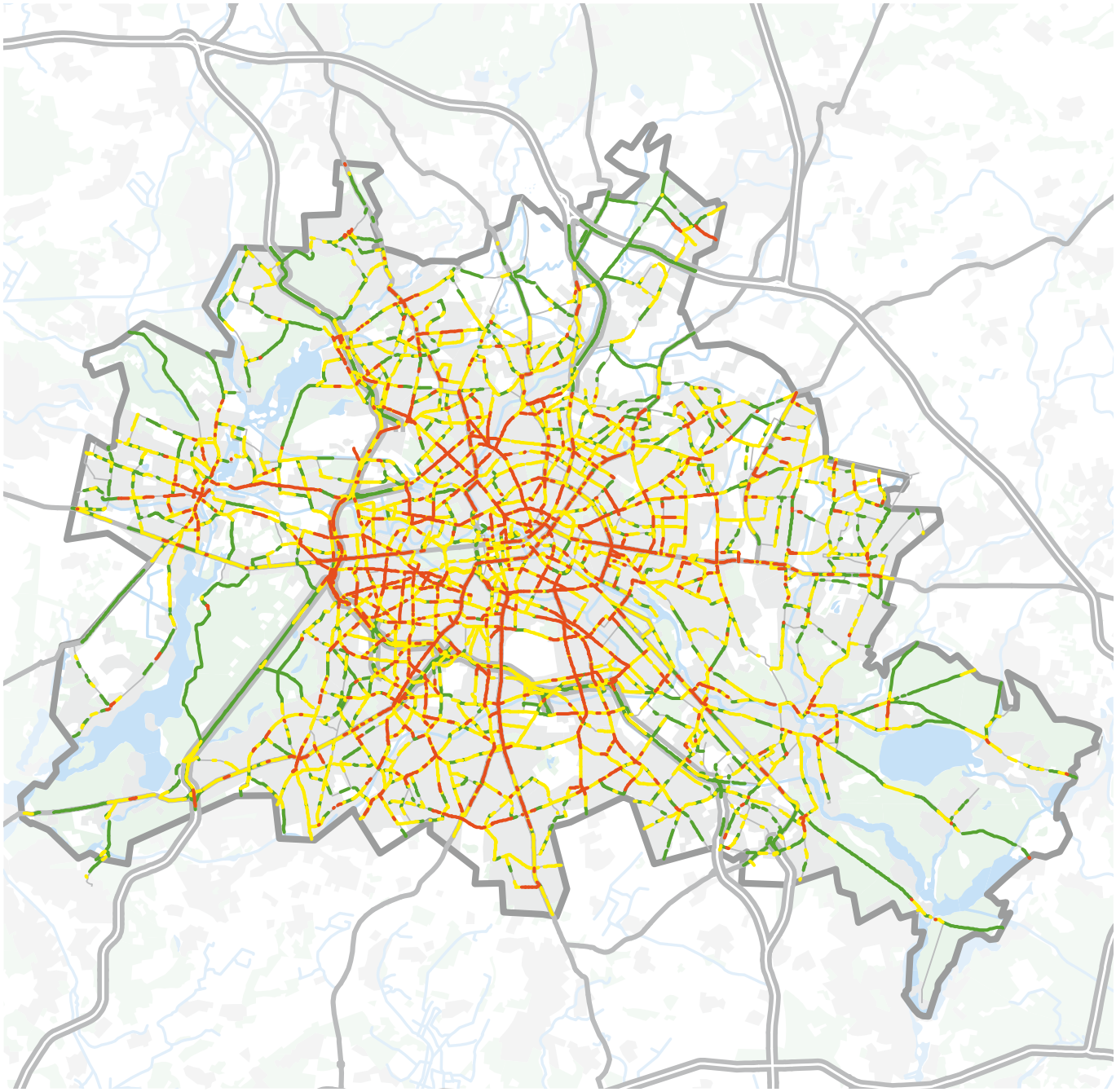
for Berlin at
www.stadtentwicklung.berlin.de/verkehr/politik_planung/sicherheit

on the work of the road traffic safety team at
www.berlin-sicher-mobil.de

on improvements to the traffic environment at
www.berlin-nimmt-rücksicht.de

on the topic in general at
www.dvr.de

Traffic accidents on the major road network in open country (2012)

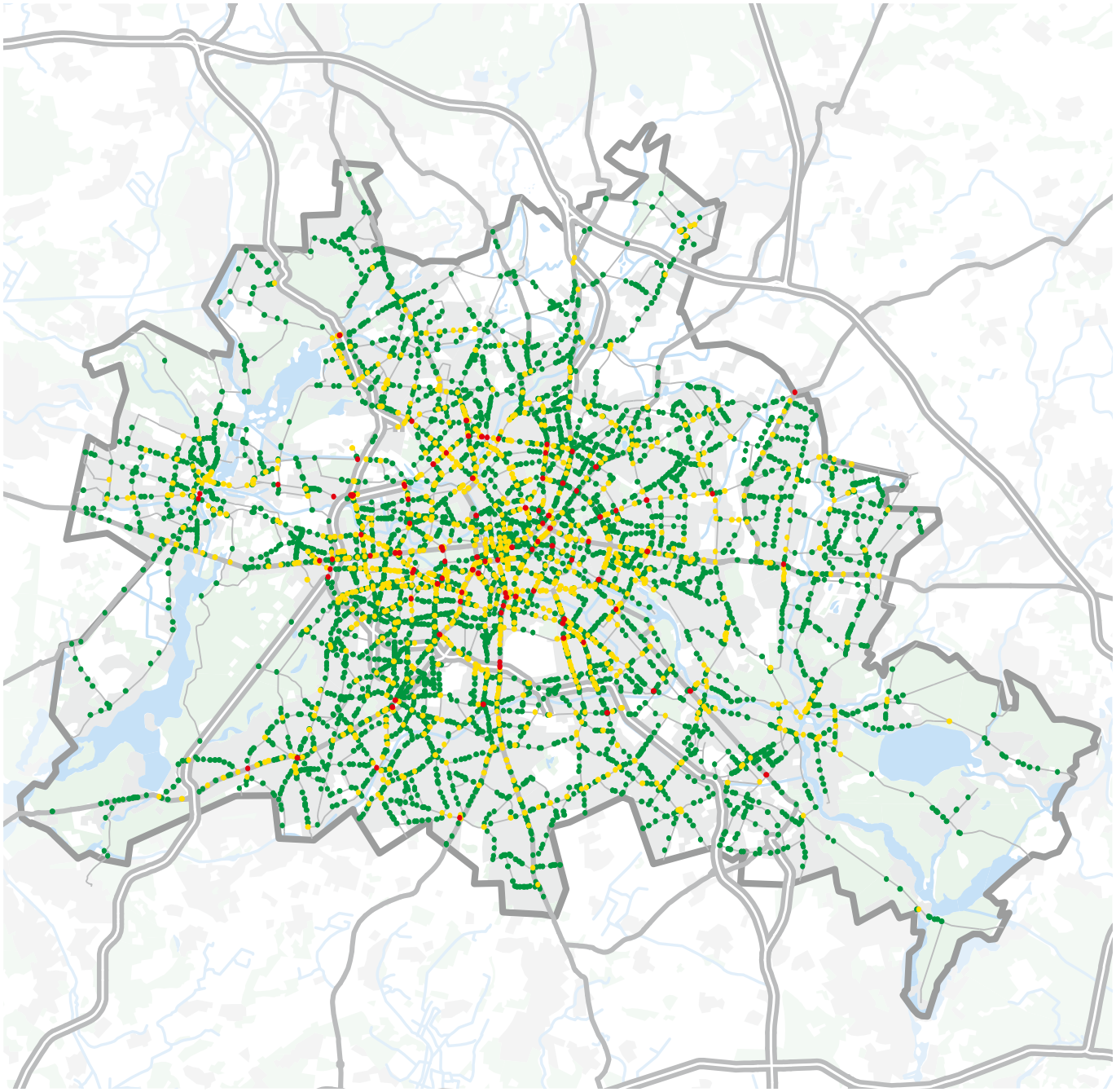


Number of accidents per km

- 1 to <10
- 10 to <50
- ≥50

Source: Traffic accident data system of the Berlin Police, VU-Urs; Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Traffic accidents on the major road network at intersections (2012)



Number of accidents

- 1 to <10
- 10 to <50
- ≥50

Source: Traffic accident data system of the Berlin Police, VU-Urs; Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Traffic accidents by type of accident and severity of the consequences

	1992	1994	1996	1998	2000	2002	2004	2006	2008	2010	2012
Accidents, total	**169,247**	**160,207**	**154,809**	**142,166**	**148,107**	**135,575**	**124,514**	**119,512**	**123,592**	**130,038**	**130,782**
Accidents involving material damage	150,909	143,020	138,726	126,672	131,921	121,002	110,780	105,524	108,695	117,477	116,516
Accidents involving physical injury	18,338	17,187	16,083	15,494	16,186	14,573	13,734	13,988	14,897	12,561	14,266
Accidents victims, total	**21,996**	**20,726**	**19,394**	**18,665**	**19,547**	**17,604**	**16,599**	**16,757**	**17,685**	**14,801**	**16,895**
Persons killed	184	149	120	85	89	82	70	74	55	44	42
Persons seriously or severely injured	3,007	2,627	2,465	2,173	2,181	1,845	1,811	1,862	1,814	1,688	2,049
Persons slightly injured	18,805	17,950	16,809	16,407	17,277	15,677	14,718	14,821	15,816	13,069	14,804

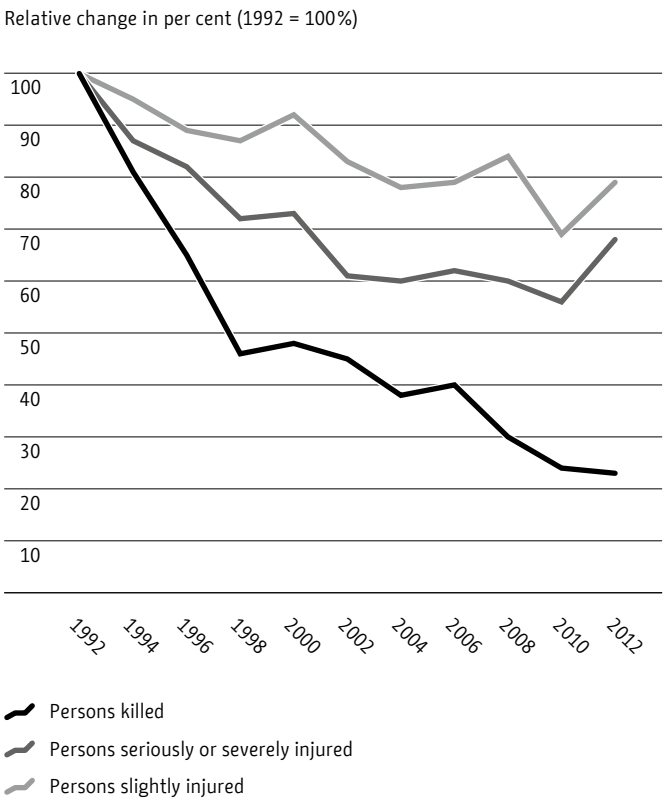
Traffic accidents by persons involved[1)]

	1992	1994	1996	1998	2000	2002	2004	2006	2008	2010	2012
Accident victims, total	**21,996**	**20,726**	**19,394**	**18,665**	**19,547**	**17,604**	**16,599**	**16,757**	**17,685**	**14,801**	**16,895**
Persons killed, total	**184**	**149**	**120**	**85**	**89**	**82**	**70**	**74**	**55**	**44**	**42**
Pedestrians	83	74	52	34	33	33	34	33	30	24	17
Cyclists	24	21	16	18	17	18	11	9	11	6	15
Motor cycle drivers and passengers	24	19	11	10	15	11	10	17	10	9	6
Car/lorry/bus drivers and passengers	53	34	40	22	23	20	15	15	4	5	3
Other	0	1	1	1	1	0	0	0	0	0	1
Persons seriously or severely injured, total	**3,007**	**2,627**	**2,465**	**2,173**	**2,181**	**1,845**	**1,811**	**1,862**	**1,814**	**1,688**	**2,049**
Pedestrians	1,115	967	836	685	659	570	528	483	505	459	529
Cyclists	609	483	478	547	547	474	462	508	535	474	632
Motor cycle drivers and passengers	361	346	350	330	350	374	347	444	388	365	439
Car/lorry/bus drivers and passengers	907	813	784	594	613	415	445	416	380	377	430
Other	15	18	17	17	12	12	29	11	6	13	19
Persons slightly injured, total	**18,805**	**17,950**	**16,809**	**16,407**	**17,277**	**15,677**	**14,718**	**14,821**	**15,816**	**13,069**	**14,804**
Pedestrians	2,703	2,518	2,421	2,065	1,964	1,911	1,711	1,721	1,743	1,558	1,729
Cyclists	4,336	3,649	3,382	3,578	3,839	3,662	3,681	3,988	4,738	3,777	4,532
Motor cycle drivers and passengers	1,814	1,854	1,722	1,956	2,230	1,802	1,772	2,009	2,356	1,762	1,894
Car/lorry/bus drivers and passengers	9,751	9,738	9,073	8,618	9,025	8,095	7,377	6,885	6,778	5,769	6,418
Other	201	191	211	190	219	207	177	218	201	203	231

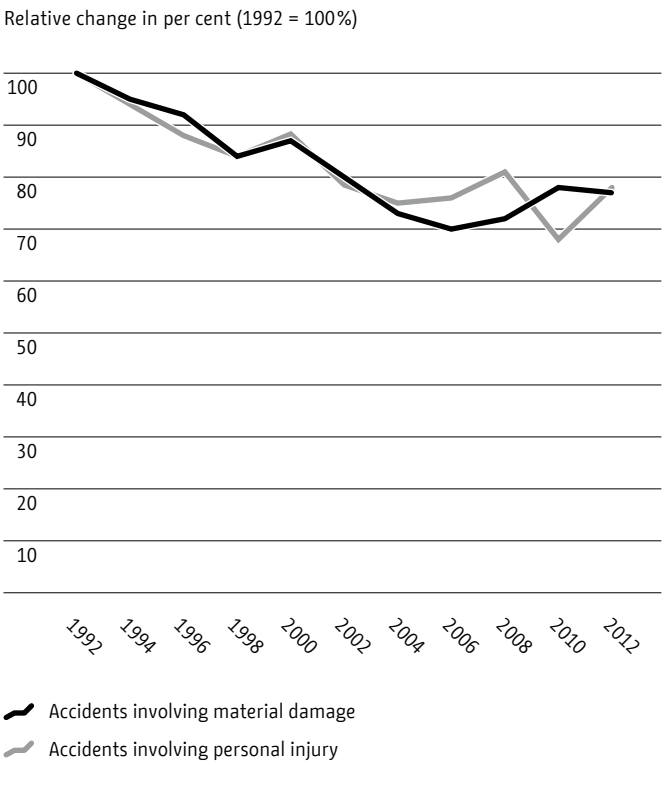
[1)] Population figures for the years 1992 to 2010 are based on the old population projection.
The data for the year 2012 are derived from population projections based on the census of 9 May 2011. This data is provisional.

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

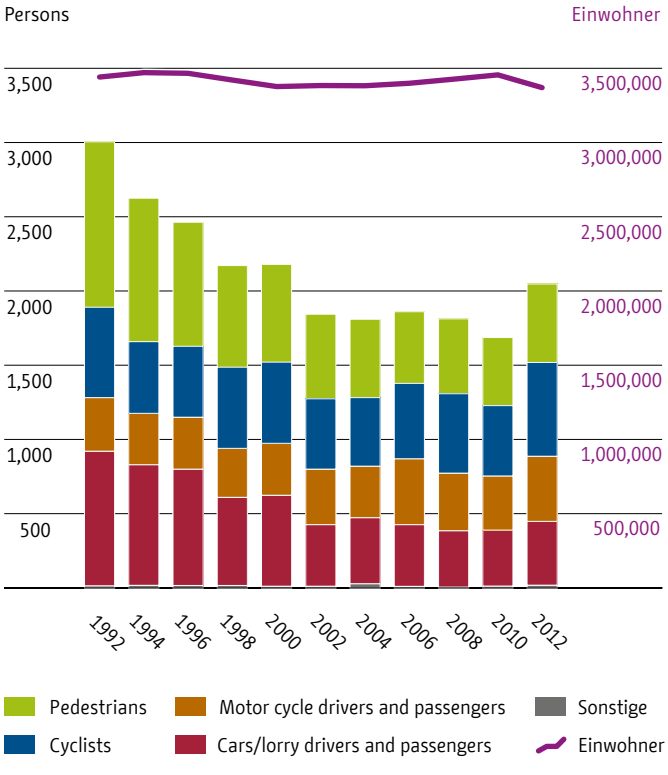
Relative trend in accident victims



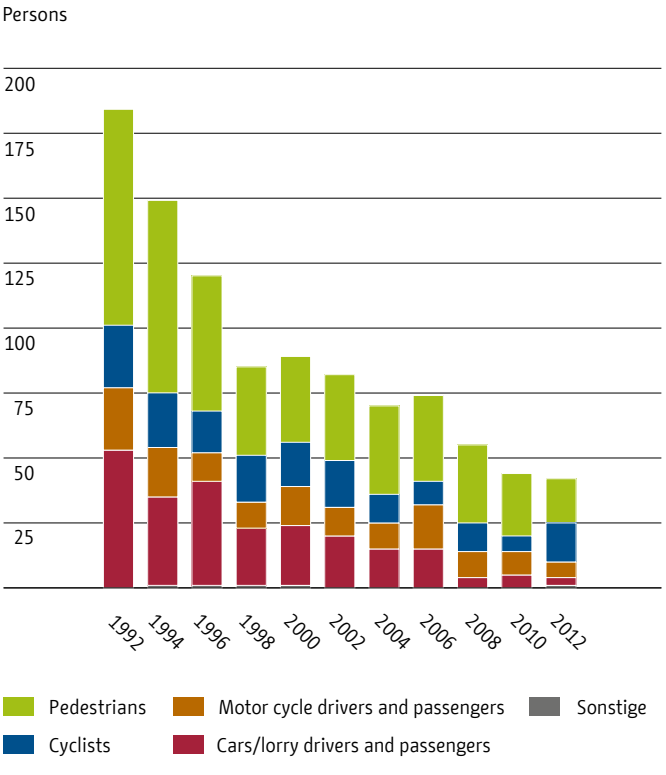
Relative trend in accident damage



Persons seriously or severely injured by traffic participant

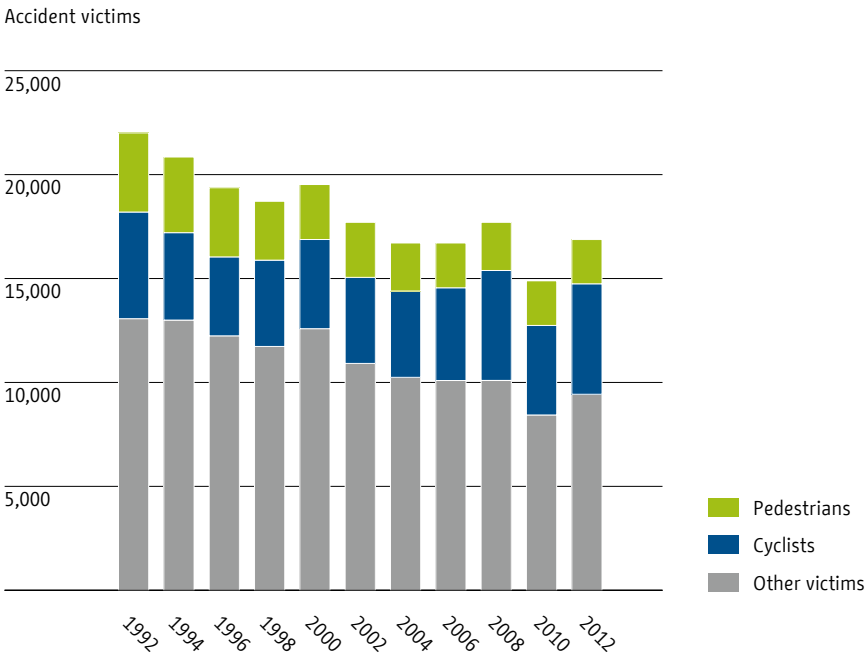


Fatalities by traffic participant

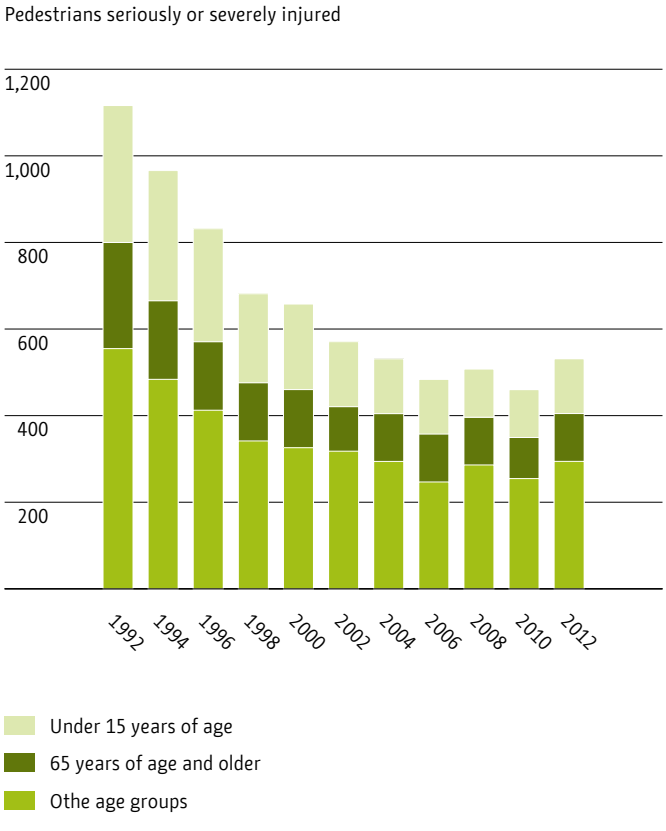


Source: Joint Statistics Office of the States of Berlin and Brandenburg

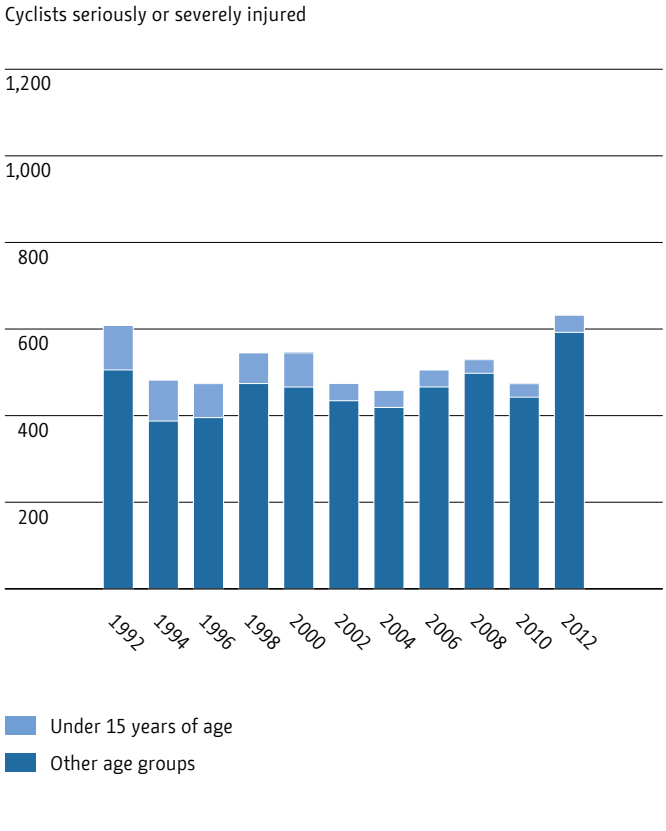
Accident victims



Pedestrians seriously or severely injured

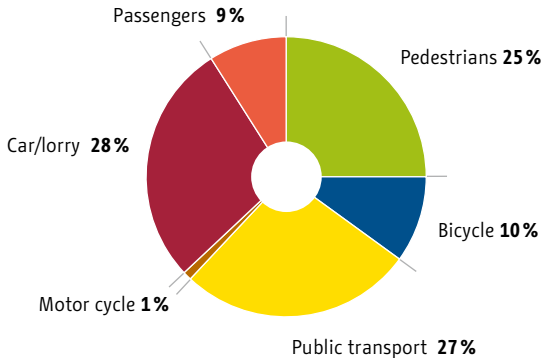


Cyclists seriously or severely injured



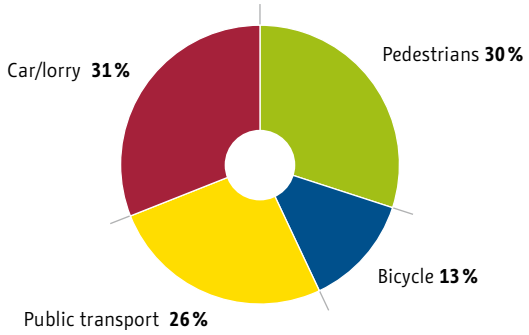
Source: Joint Statistics Office of the States of Berlin and Brandenburg

Share of journeys by transport mode for traffic within Berlin (1998)



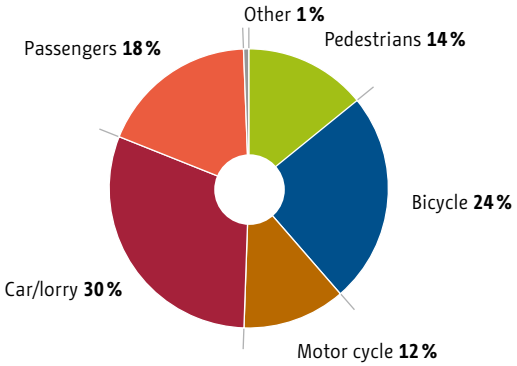
Source: Senate Department for Urban Development and the Environment of the State of Berlin; SrV (System repräsentativer Verkehrsbefragung) traffic census

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



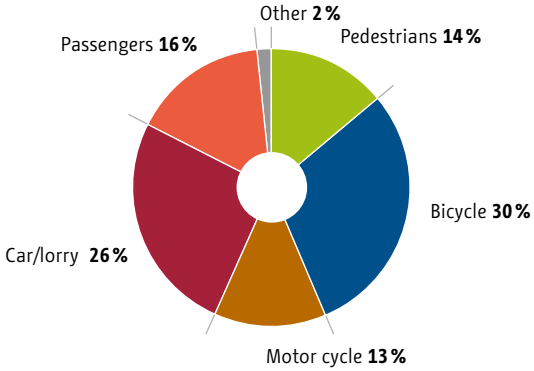
Source: Senate Department for Urban Development and the Environment of the State of Berlin; SrV (System repräsentativer Verkehrsbefragung) traffic census

Share of accident victims by transport mode (2002–2004)



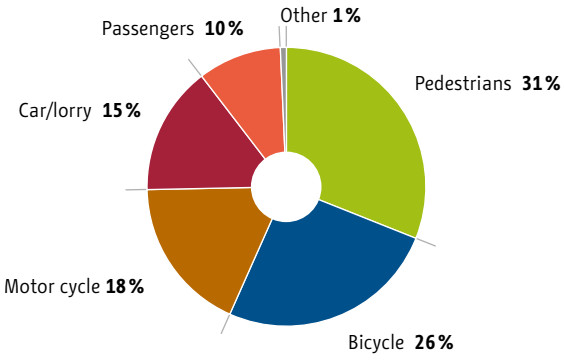
Source: Traffic accident data of the Berlin police; Senate Department for Urban Development and the Environment of the State of Berlin; the road safety report 2013

Share of accident victims by transport mode (2010–2012)



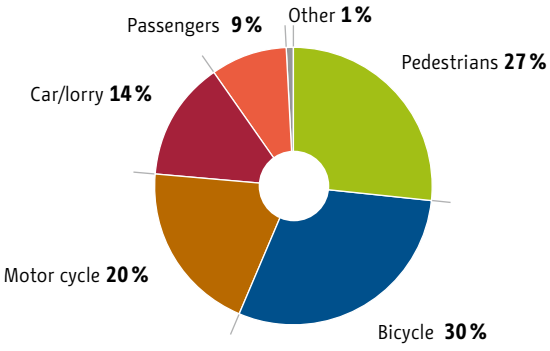
Source: Traffic accident data of the Berlin police; Senate Department for Urban Development and the Environment of the State of Berlin; the road safety report 2013

Share of persons seriously or severely injured by transport mode (2002–2004)



Source: Traffic accident data of the Berlin police; Senate Department for Urban Development and the Environment of the State of Berlin; the road safety report 2013

Share of persons seriously or severely injured by transport mode (2010–2012)



Source: Traffic accident data of the Berlin police; Senate Department for Urban Development and the Environment of the State of Berlin; the road safety report 2013

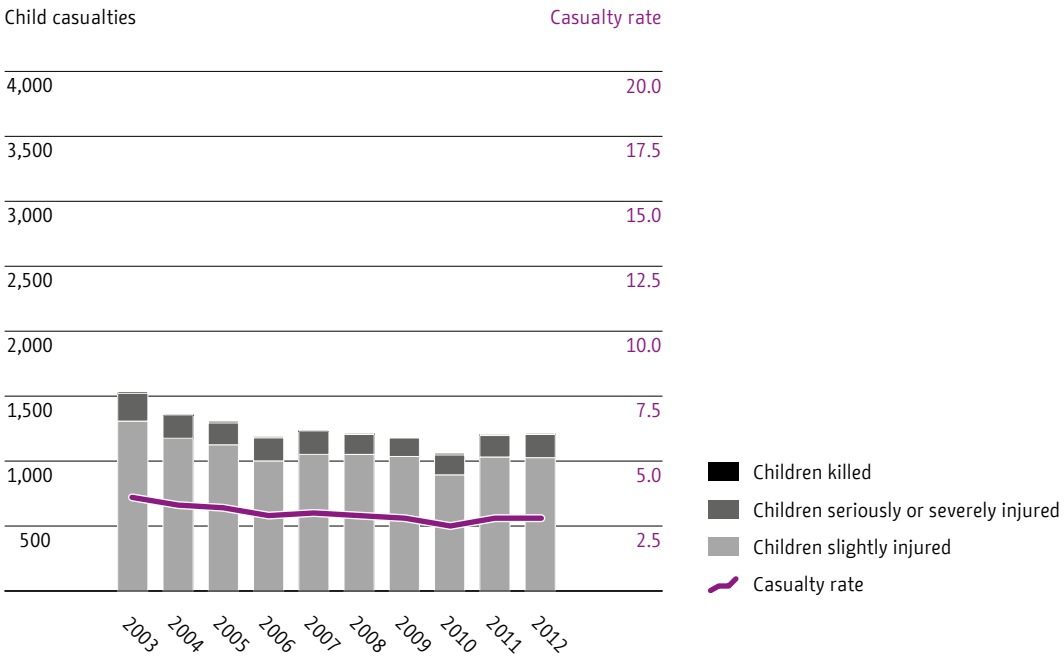
Traffic accidents involving children under fifteen years of age

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Number of children (in 1,000)[1)]	**422**	**412**	**405**	**404**	**406**	**411**	**417**	**425**	**426**	**434**
Child casualties, total	**1,523**	**1,354**	**1,297**	**1,180**	**1,231**	**1,205**	**1,177**	**1,051**	**1,197**	**1,205**
Pedestrians	631	540	491	501	476	466	429	439	429	448
Cyclists	466	441	438	342	379	374	379	302	384	359
Children killed, total	3	1	3	1	1	1	0	3	1	1
Children seriously or severely injured, total	213	178	169	178	179	153	142	154	165	178
Children slightly injured	1,307	1,175	1,125	1,001	1,051	1,051	1,035	894	1,031	1,026
Casualty rate[2)]	**3,6**	**3,3**	**3,2**	**2,9**	**3,0**	**2,9**	**2,8**	**2,5**	**2,8**	**2,8**

[1)] The data for the years 2011 and 2012 are estimates based on the census of 9 May 2011.
[2)] 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

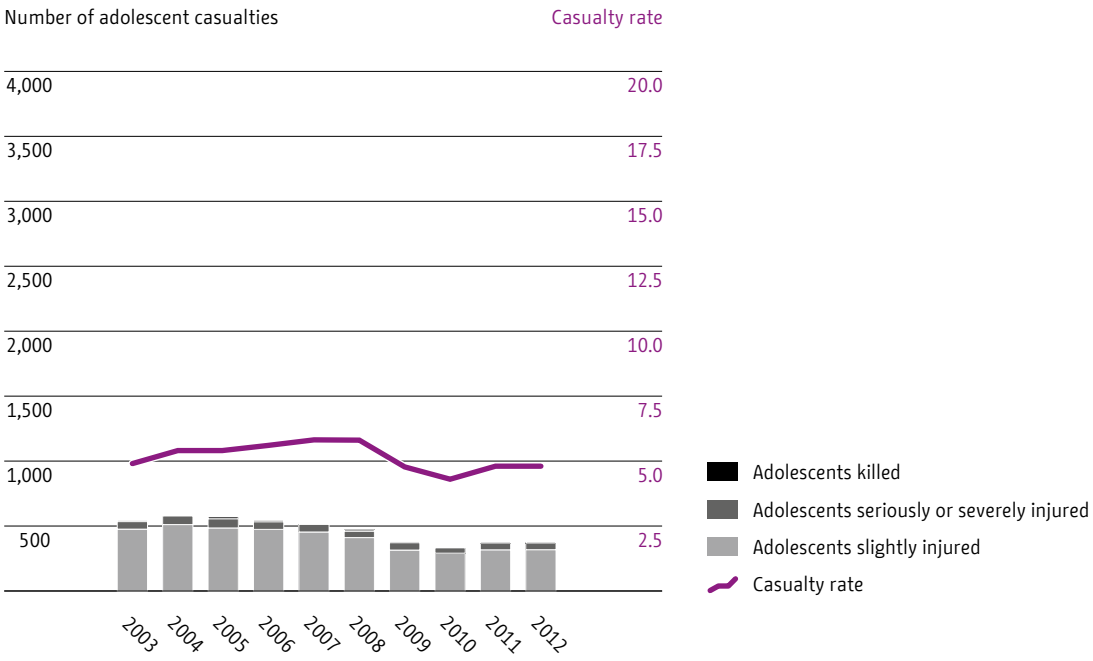
Traffic accidents involving adolescents between 15 and 17 years of age

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Number of adolescents (in 1,000)[1)]	**108**	**107**	**105**	**96**	**88**	**80**	**78**	**76**	**75**	**78**
Adolescent casualties, total	**536**	**578**	**565**	**536**	**513**	**464**	**374**	**333**	**370**	**370**
Pedestrians	113	137	118	123	133	110	77	72	89	88
Cyclists	202	209	231	195	196	177	143	124	137	137
Motor cycle drivers & passengers	89	105	97	103	91	92	69	69	59	74
Car drivers and passengers	120	114	102	96	84	79	76	61	77	65
Adolescents killed, total	1	0	8	2	0	2	1	0	1	1
Adolescents seriously or severely injured, total	58	66	71	59	58	50	57	41	51	50
Adolescents slightly injured, total	477	512	486	475	455	412	316	292	318	319
Casualty rate[2)]	**4.9**	**5.4**	**5.4**	**5.6**	**5.8**	**5.8**	**4.8**	**4.3**	**4.8**	**4.8**

[1)] The data for the years 2011 and 2012 are estimates based on the census of 9 May 2011.
[2)] 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

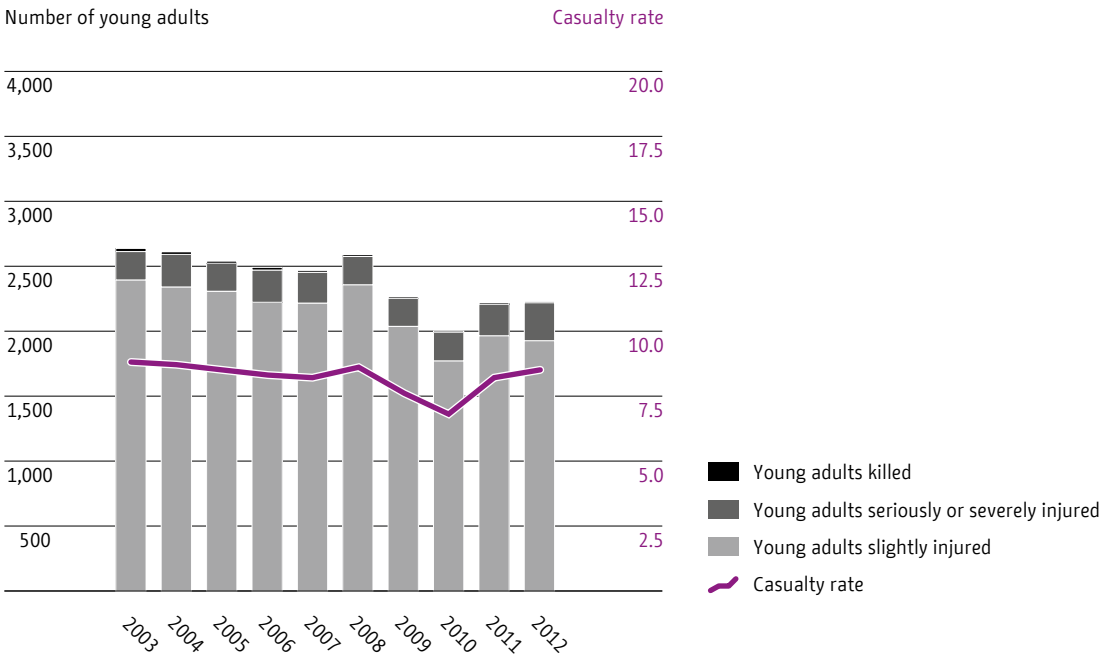
Traffic accidents involving young adults between 18 and 24 years of age

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Number of young adults (in 1,000)[1)]	**300**	**299**	**298**	**298**	**299**	**301**	**297**	**293**	**269**	**262**
Young adult casualties, total	**2,623**	**2,599**	**2,529**	**2,479**	**2,459**	**2,580**	**2,255**	**1,995**	**2,211**	**2,222**
Pedestrians	262	247	263	243	252	269	215	223	247	252
Cyclists	536	524	533	519	460	609	492	416	481	502
Motorcycle drivers and passengers	356	349	383	465	528	535	429	433	477	477
Car drivers and passengers	1,402	1,411	1,257	1,183	1,140	1,108	987	883	766	439
Young adults killed, total	12	10	8	10	7	7	6	5	6	4
Young adults seriously or severely injured, total	218	250	215	248	237	217	215	219	241	292
Young adults slightly injured, total	2,393	2,339	2,306	2,221	2,215	2,356	2,034	1,771	1,964	1,926
Casualty rate[2)]	**8.8**	**8.7**	**8.5**	**8.3**	**8.2**	**8.6**	**7.6**	**6.8**	**8.2**	**8.5**

[1)] The data for the years 2011 and 2012 are estimates based on the census of 9 May 2011.
[2)] 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

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Number of senior citizens (in 1,000)[1)]	**541**	**562**	**585**	**610**	**627**	**645**	**659**	**661**	**635**	**643**
Number of senior citizen casualties, total	**1,070**	**1,208**	**1,235**	**1,362**	**1,533**	**1,579**	**1,487**	**1,379**	**1,642**	**1,677**
Pedestrians	348	354	358	378	394	366	365	356	376	417
Cyclists	213	246	271	337	390	429	388	351	426	449
Senior citizens killed	17	25	18	24	22	18	20	18	16	16
Senior citizens seriously or severely injured, total	231	236	225	250	244	255	231	247	329	279
Senior citizens slightly injured, total	822	947	992	1,088	1,267	1,306	1,236	1,114	1,297	1,382
Casualty rate[2)]	**2.0**	**2.1**	**2.1**	**2.2**	**2.4**	**2.4**	**2.3**	**2.1**	**2.6**	**2.6**

[1)] The data for the years 2011 and 2012 are estimates based on the census of 9 May 2011.
[2)] 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

Above-average accident risk potential in individual city districts by age and road traffic participation[1)]

	Charlottenburg-Wilmersdorf	Friedrichshain-Kreuzberg	Lichtenberg	Marzahn-Hellersdorf	Mitte	Neukölln	Pankow	Reinickendorf	Spandau	Steglitz-Zehlendorf	Tempelhof-Schöneberg	Treptow-Köpenick
Child casualties up to 5 years of age												
Pedestrians		■			■	□						
Child casualties between 5 and 10 years of age												
Pedestrians		□			□	□						□
Cyclists				□			□					□
Child casualties between 11 and 14 years of age												
Pedestrians							□					□
Cyclists							□			□		□
Adolescent casualties between 15 and 17 years of age												
Pedestrians					□							□
Cyclists							■			□		■
Motor cyclists (drivers and passengers)						□		□	□	□		□
Young adult casualties between 18 and 24 years of age												
Pedestrians	■				■							
Cyclists	□	□			■		□					
Motor cyclists (drivers and passengers)	■				□							
Car drivers and passengers	■											

■ Particularly-high risk potential (figures over many years at least 50 per cent above the city-wide average)

□ Increased risk potential (figures over many years at least 20 to 49 per cent above the city-wide average)

	Charlottenburg-Wilmersdorf	Friedrichshain-Kreuzberg	Lichtenberg	Marzahn-Hellersdorf	Mitte	Neukölln	Pankow	Reinickendorf	Spandau	Steglitz-Zehlendorf	Tempelhof-Schöneberg	Treptow-Köpenick
Adult casualties between 25 and 64 years of age												
Pedestrians	□	□			■							
Cyclists	□	■			■							
Motor cyclists (drivers and passengers)	□				■							
Car drivers and passengers	■				□							
Senior citizen casualties between 65 and 74 years of age												
Pedestrians	□	■			■							
Cyclists	□											■
Motor cyclists (drivers and passengers)	■				□				□	□	□	
Car drivers and passengers	□											
Senior citizen casualties aged 75 years and older												
Pedestrians		□			□							
Cyclists									□			■
Car drivers and passengers								□		□		

■ Particularly-high risk potential (figures over many years at least 50 per cent above the city-wide average)

□ Increased risk potential (figures over many years at least 20 to 49 per cent above the city-wide average)

[1] The table shows which city districts display a higher risk potential, according to age group and participation in traffic, based on average values from the years 2000 to 2012.

Source: Senate Department for Urban Development and the Environment of the State of Berlin

Air quality and climate protection

Although the air quality in Berlin has improved noticeably in recent years, it is still impaired by motorized road traffic, which directly emits air pollutants hazardous to health, such as particulate matter (PM_{10}) and nitrogen dioxide (NO_2), as well as the greenhouse gas carbon dioxide (CO_2). Since 2004, average annual particulate matter pollution in Berlin has been below the EU limit. However, the more stringent 24-hour pollution limit is still occasionally exceeded. An important step towards a reduction in hazardous pollution was the introduction of the

environmental traffic zone in 2008. After implementation of the first phase of the environmental traffic zone, emissions of diesel soot were already reduced by about 35 percent and emissions of nitrogen dioxide by around 19 percent.

Although a modest downward trend can be detected in the last ten years, traffic continues to produce around a quarter of climate-relevant CO_2 emissions in Berlin.

Further information can be obtained

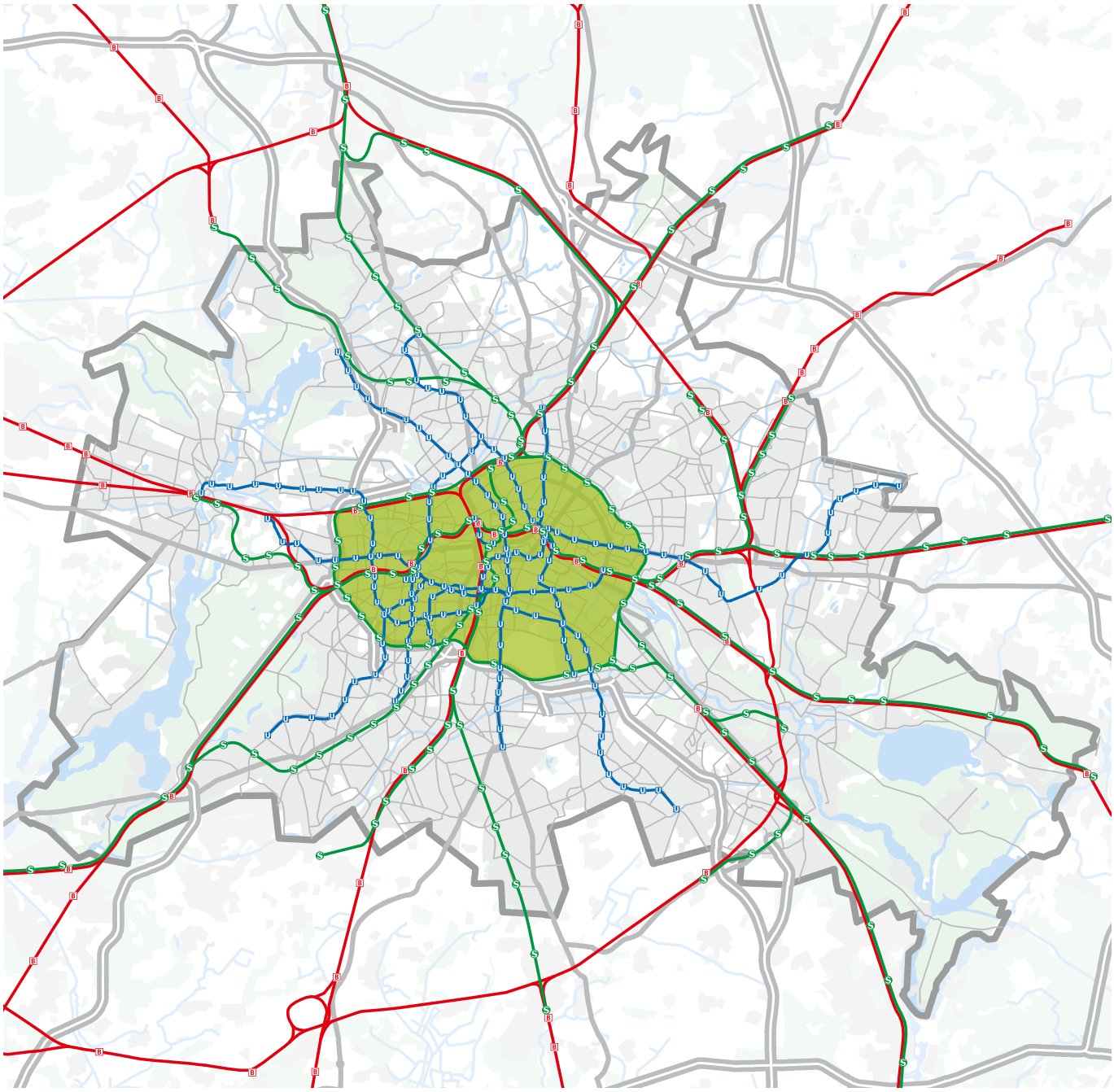
on air quality, air pollution control and the environmental zone in Berlin at www.stadtentwicklung.berlin.de/umwelt/luftqualitaet/

on the Berlin climate protection concept at www.stadtentwicklung.berlin.de/umwelt/klimaschutz

on the climate protection campagne "Kopf an: Motor aus" at www.kopf-an.de

on current nationwide air quality data at www.env-it.de/umweltbundesamt/luftdaten

Environmental Green Zone in Berlin



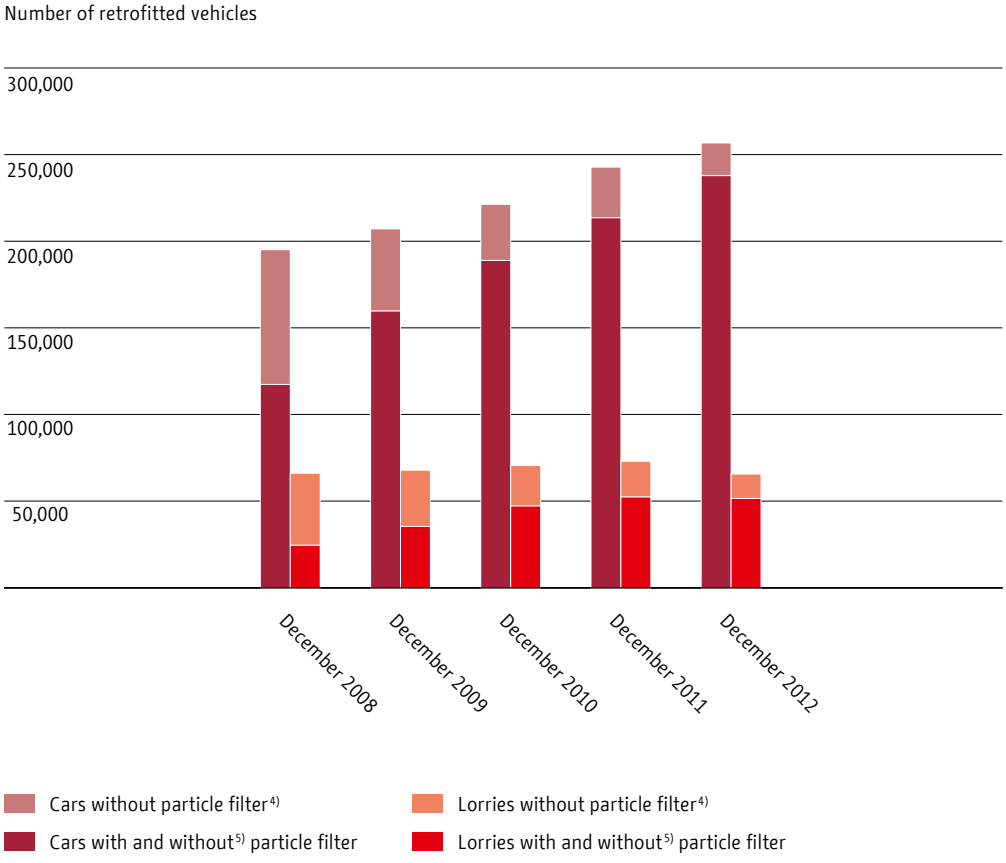
- U-Bahn
- S-Bahn
- Regional railway
- Environmental Green Zone (access only with green vignette)

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

Retrofitting of diesel vehicles with particle filters[1)2)3)]

	December 2008	December 2009	December 2010	December 2011	December 2012
Cars	**194,432**	**206,388**	**220,505**	**241,896**	**255,786**
Without particle filter[4)]	77,455	47,108	32,233	29,045	18,742
With and without[5)] particle filter	116,977	159,280	188,272	212,851	237,044
Lorries	**65,885**	**67,640**	**70,325**	**72,729**	**65,419**
Without particle filter[4)]	41,342	32,301	23,138	20,371	14,015
With and without[5)] particle filter	24,543	35,339	47,187	52,358	51,404

Retrofitting of diesel vehicles with particle filters[1)2)3)]



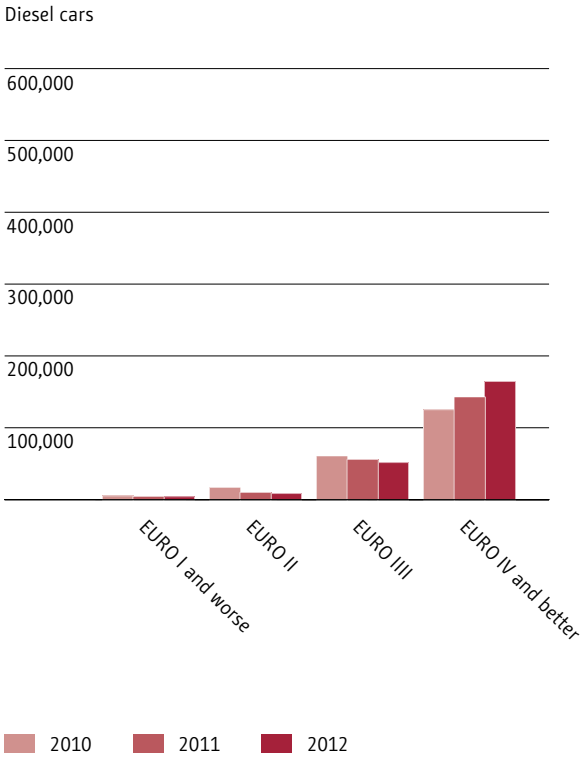
1) Data for vehicles registered in Berlin
2) The environmental traffic zone has been in force since 1 January 2008.
Vehicles with red, yellow and green vignettes are permitted to enter the zone.
3) Since 1 October 2010 the restrictions have been tightened: only vehicles with green vignettes are now allowed to enter the zone.
4) Diesel vehicles that received a yellow or red vignette as a result of their hazardous substance classification.
5) Diesel vehicles that received a green vignette even without a particle filter, as a result of their hazardous substance classification.

Source: Senate Department for Urban Development and the Environment of the State of Berlin

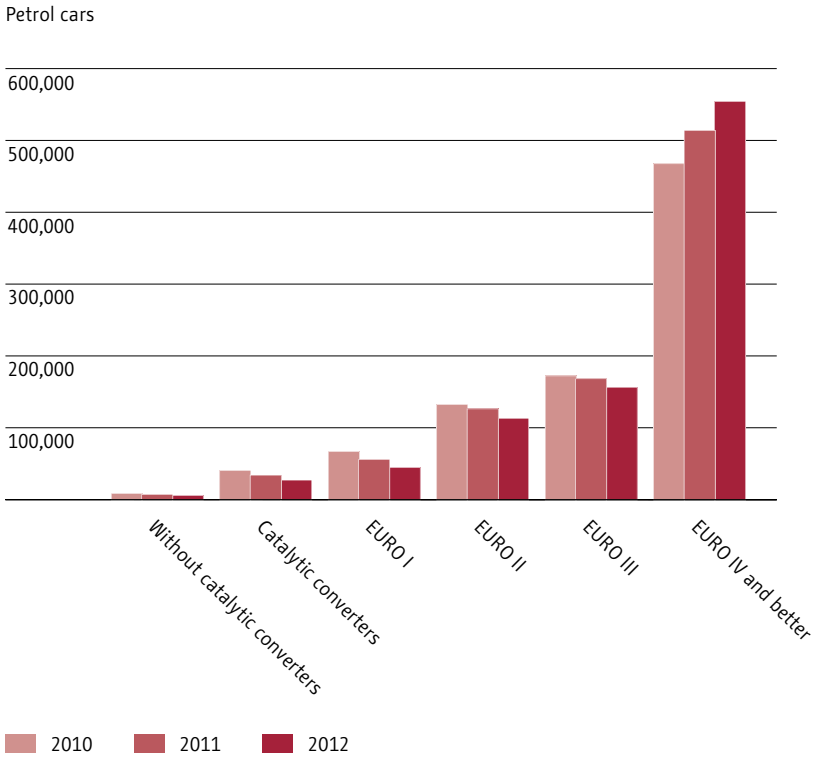
Car classification by emission standard

	2010	2011	2012
Diesel cars, total	**200,827**	**208,646**	**223,531**
EURO I and worse	3,405	2,649	2,216
EURO II	13,398	9,258	7,678
EURO III	60,037	54,896	50,617
EURO IV and better	123,987	141,843	163,020
Petrol cars, total	**879,992**	**897,713**	**893,351**
Without catalytic converters	6,420	5,406	3,601
Catalytic converters	40,085	33,469	26,586
EURO I	66,000	55,213	44,136
EURO II	131,369	125,300	112,240
EURO III	171,024	167,044	155,286
EURO IV and better	465,094	511,281	551,502

Diesel car classification by emission standard



Petrol car classification by emission standard

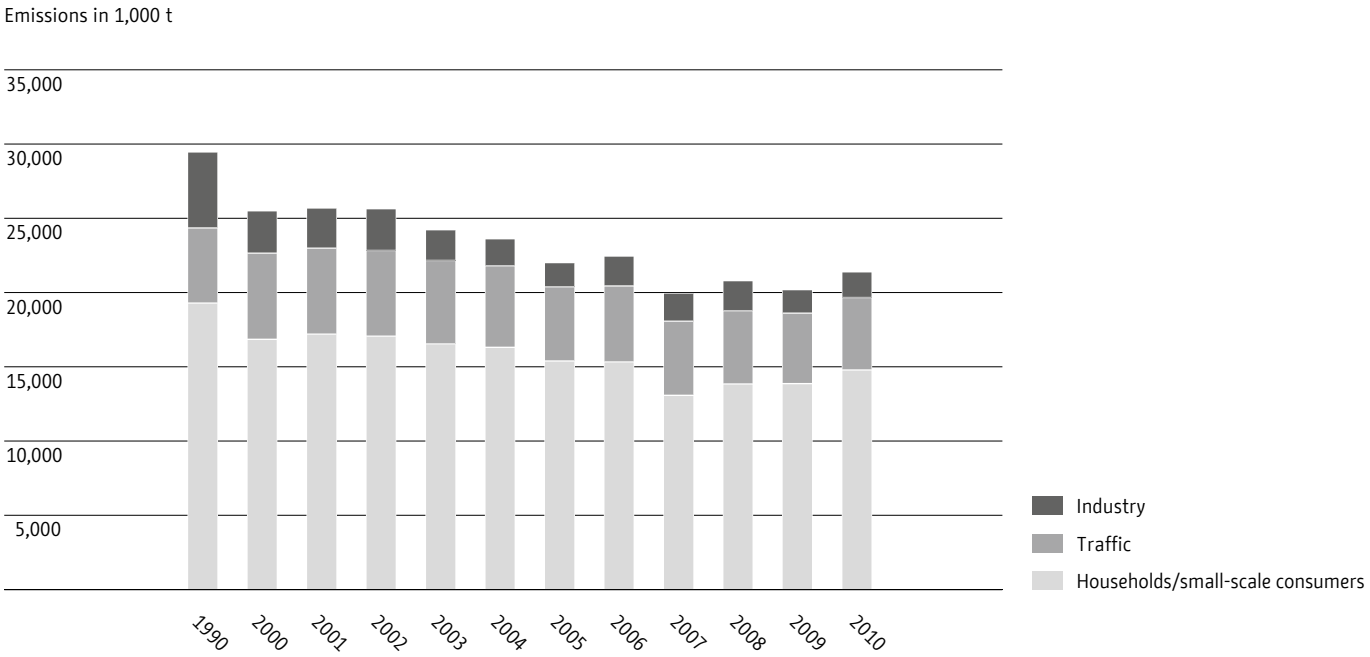


Source: Federal Motor Transport Authority (KBA)

CO_2 emissions from end energy consumption (balance at source) by sector

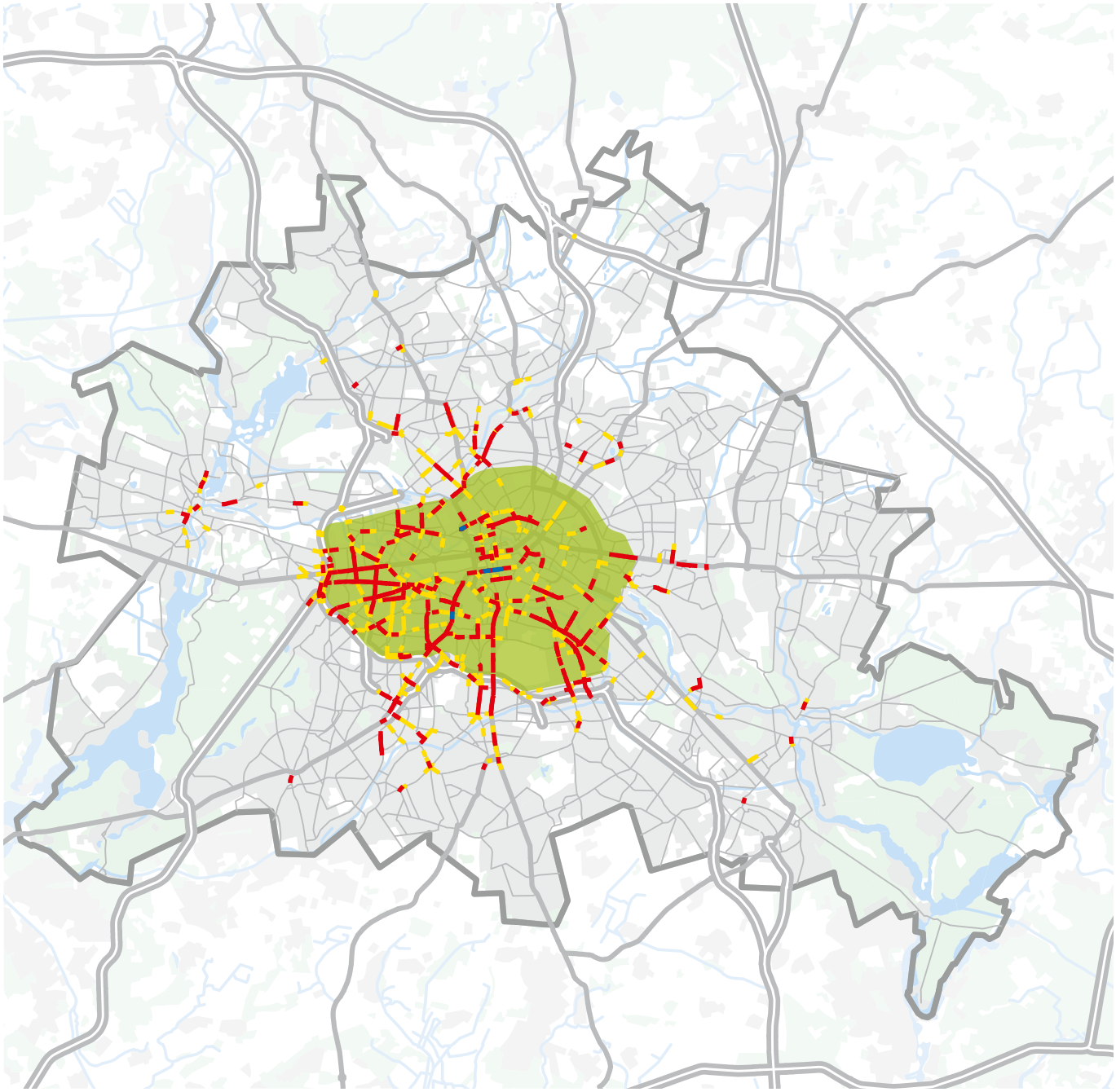
	1990	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
CO_2 emissions, total (in 1,000 t)	29,331	25,388	25,577	25,527	24,119	23,515	21,917	22,355	19,947	20,708	20,106	21,299
Industry	5,090	2,843	2,697	2,799	2,060	1,808	1,618	2,000	1,959	2,012	1,579	1,724
Traffic	5,038	5,768	5,758	5,742	5,580	5,467	4,973	5,085	4,964	4,908	4,718	4,850
Road traffic	3,660	4,108	4,051	3,942	3,816	3,823	3,593	3,473	3,394	3,368	3,347	3,387
Rail traffic	975	832	828	957	905	800	463	629	581	538	514	496
Inland navigation	35	29	29	25	25	29	32	28	17	14	28	25
Air traffic	368	799	850	818	834	815	885	955	972	989	828	941
Households/small-scale consumers	19,203	16,777	17,122	16,986	16,479	16,240	15,326	15,270	13,024	13,788	13,809	14,725

CO_2 emissions from end energy consumption (balance at source) by sector



Source: Joint Statistics Office of the States of Berlin and Brandenburg; Working Group of the Federal States on Energy Balances, 2010

Air pollutant concentration of nitrogen dioxide (NO_2) on main traffic routes [1)]



Annual NO_2 value in micrograms per m^3

- 36 to 40
- >40 to 60 (40 = yearly average value)
- >60
- Environmental Green Zone

[1)] Concentration calculated using dispersion models on the basis of traffic survey data from 2009

Source: Senate Department for Urban Development and the Environment of the State of Berlin

Yearly average values of NO_2 exposure at selected air quality monitoring sites

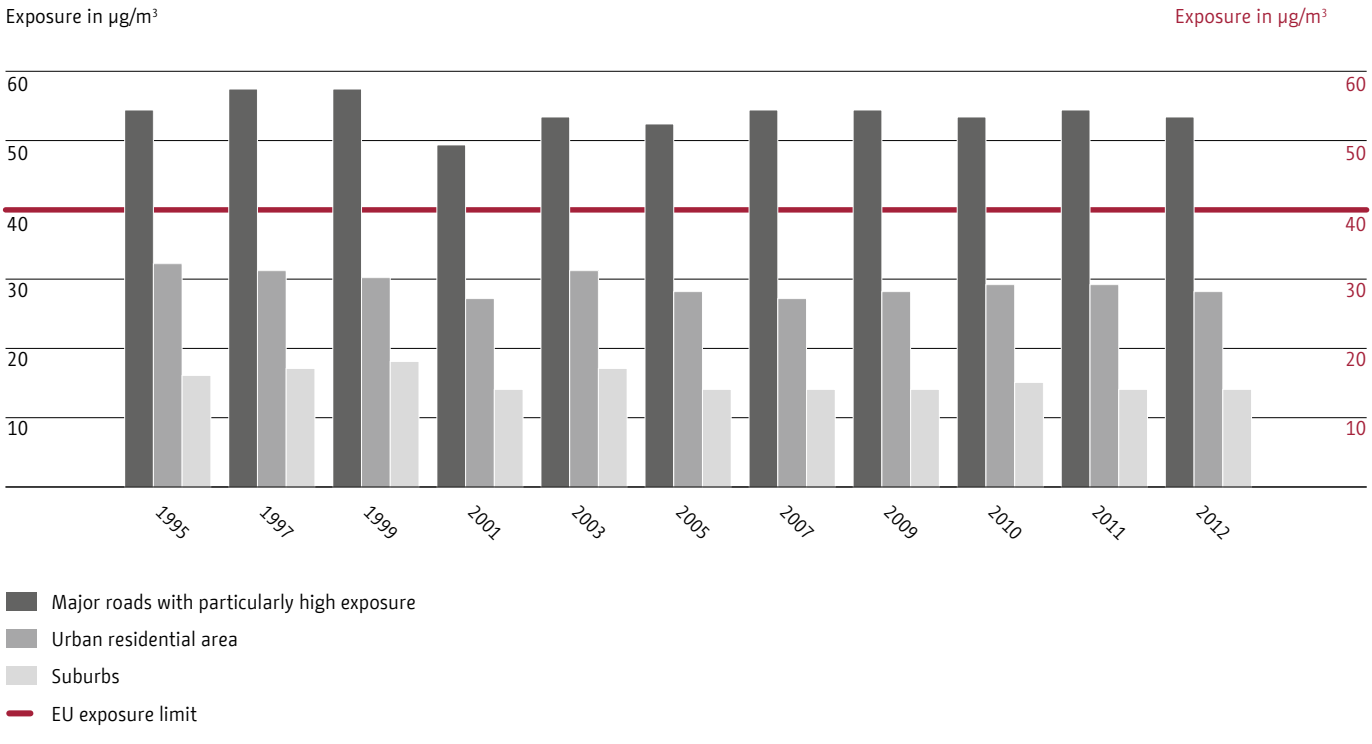
	1995	1997	1999	2001	2003	2005	2007	2009	2010	2011	2012
EU exposure limit (in µg/m³)	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**
Major roads with particularly high exposure (in µg/m³)	54	57	57	49	53	52	54	54	53	54	53
Urban residential areas (in µg/m³)	32	31	30	27	31	28	27	28	29	29	28
Suburbs (in µg/m³)	16	17	18	14	17	14	14	14	15	14	14

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_2 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.

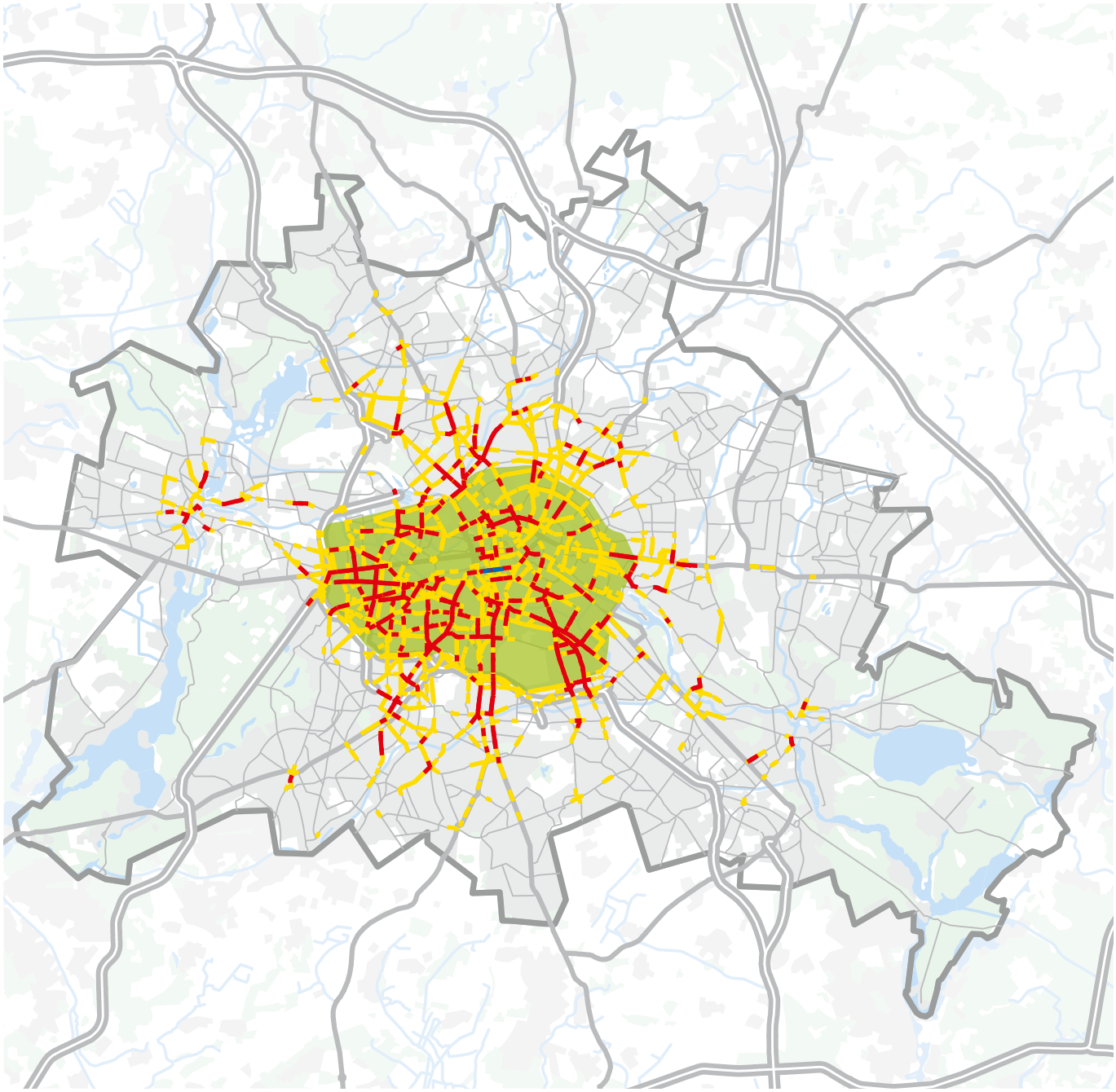
The city-wide situation with regard to traffic-related NO_2 exposure is illustrated in the map on the previous page.

Yearly average values of NO_2 immissions at selected air quality monitoring sites



Source: Senate Department for Urban Development and the Environment of the State of Berlin

Air pollutant concentration of particulate matter (PM_{10}) on main traffic routes[1)]



Annual PM_{10} value in micrograms per m^3

- 27 to 30
- > 30 to 40 (30 = 24h limit value[2)])
- > 40 (40 = yearly limit value)
- Environmental Green Zone

[1)] Concentration calculated using dispersion models on the basis of traffic survey data from 2009
[2)] The 24h limit value is statistically equivalent to a yearly average value of almost 30 µg/m^3 and corresponds with the daily limit value of 50 µg/m^3, which may be exceeded 35 times per calendar year.

Source: Senate Department for Urban Development and the Environment of the State of Berlin

Yearly average values of PM_{10} exposure at selected air quality monitoring sites

	2001	2003	2005	2007	2009	2011	2012
EU exposure limit (in µg/m³) [1]	**40**	**40**	**40**	**40**	**40**	**40**	**40**
Major roads with particularly high exposure (in µg/m³)	35	42	37	30	31	30	27
Urban residential area (in µg/m³)	24	30	26	23	25	26	23
Suburbs (in µg/m³)	20	27	23	21	22	21	19
EU exposure limit (in exceedance days/year) [2]	**35**	**35**	**35**	**35**	**35**	**35**	**35**
Number of exceedance days	51	73	73	30	39	48	31

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.

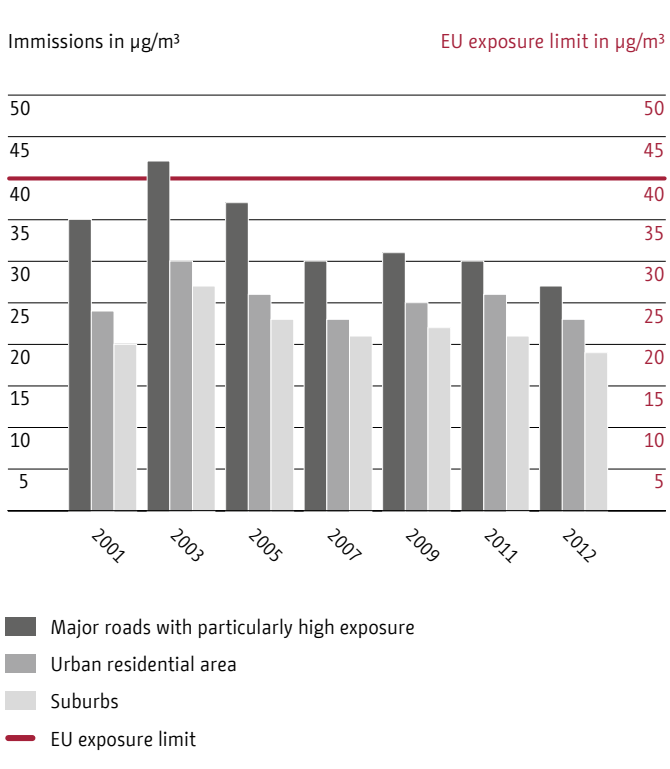
The yearly average value of PM_{10} exposure for major roads is composed of the average values of monitoring sites in Frankfurter Allee, Karl-Marx-Straße, Schildhornstraße and Silbersteinstraße. The yearly average value for residential areas is based on measurements made at monitoring sites in the districts of Neukölln, Schöneberg and Wedding.

Data on the suburbs relate to monitoring sites in Buch, Friedrichshagen, Frohnau, Grunewald and Marienfelde.

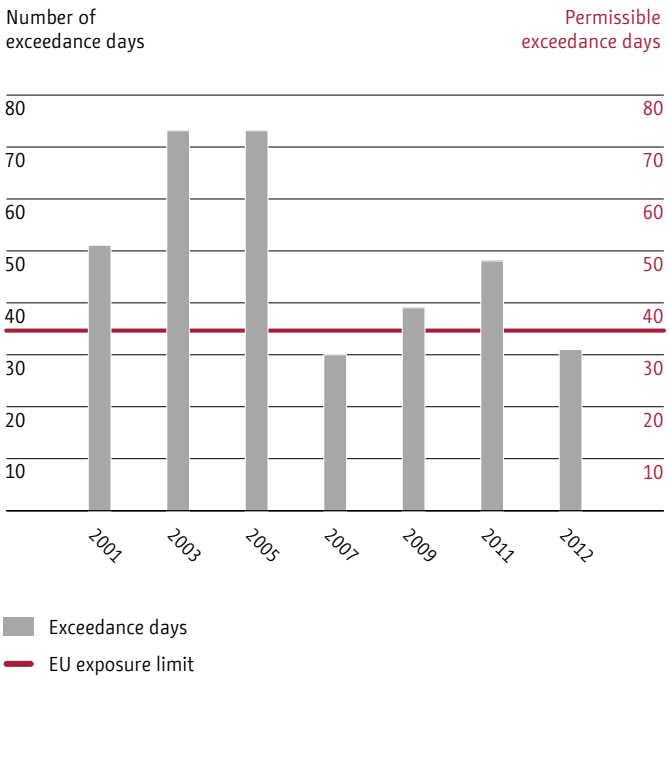
Data on the number of exceedance days relates solely to the monitoring site with the highest number of exceedance days. For the years under consideration this was exclusively the site in Frankfurter Allee.

The city-wide situation with regard to traffic-related PM_{10} exposure is illustrated in the map on the previous page.

Yearly average values of PM_{10} exposure at selected air quality monitoring sites



Exposure to PM_{10} (number of exceedance days) at the air quality monitoring site in Frankfurter Allee



[1] For the yearly average value an EU exposure limit of 40 µg/m³ applies
[2] The daily exposure limit that may be exceeded 35 times per calendar year is 50 µg/m³

Source: Senate Department for Urban Development and the Environment of the State of Berlin

Noise

Noise is not just a nuisance – it can also damage health. Around 60 % of Berlin citizens feel harassed by road traffic noise alone. Moreover, continuous high exposure to traffic noise above 65 dB(A) during the day, or 55 dB(A) during the night, can increase the risk of cardiovascular diseases. In Berlin, roughly 10 percent of the population are exposed to noise levels that are potentially damaging to health over a long period.

Traffic is the main cause of noise in Berlin. So-called ‘noise maps’ sys-

tematically chart the most important sources of noise and show where countermeasures are needed particularly urgently. Noise-reduction measures were laid down in 2009 by the Berlin State Government in a noise action plan.

The first positive results have already been seen. Comparing 2009 to 2012 shows a drop in the number of people exposed to high road traffic noise levels of over 65 dB(A) to 244,400, down from 273,600.

Further information on the topic of noise can be obtained

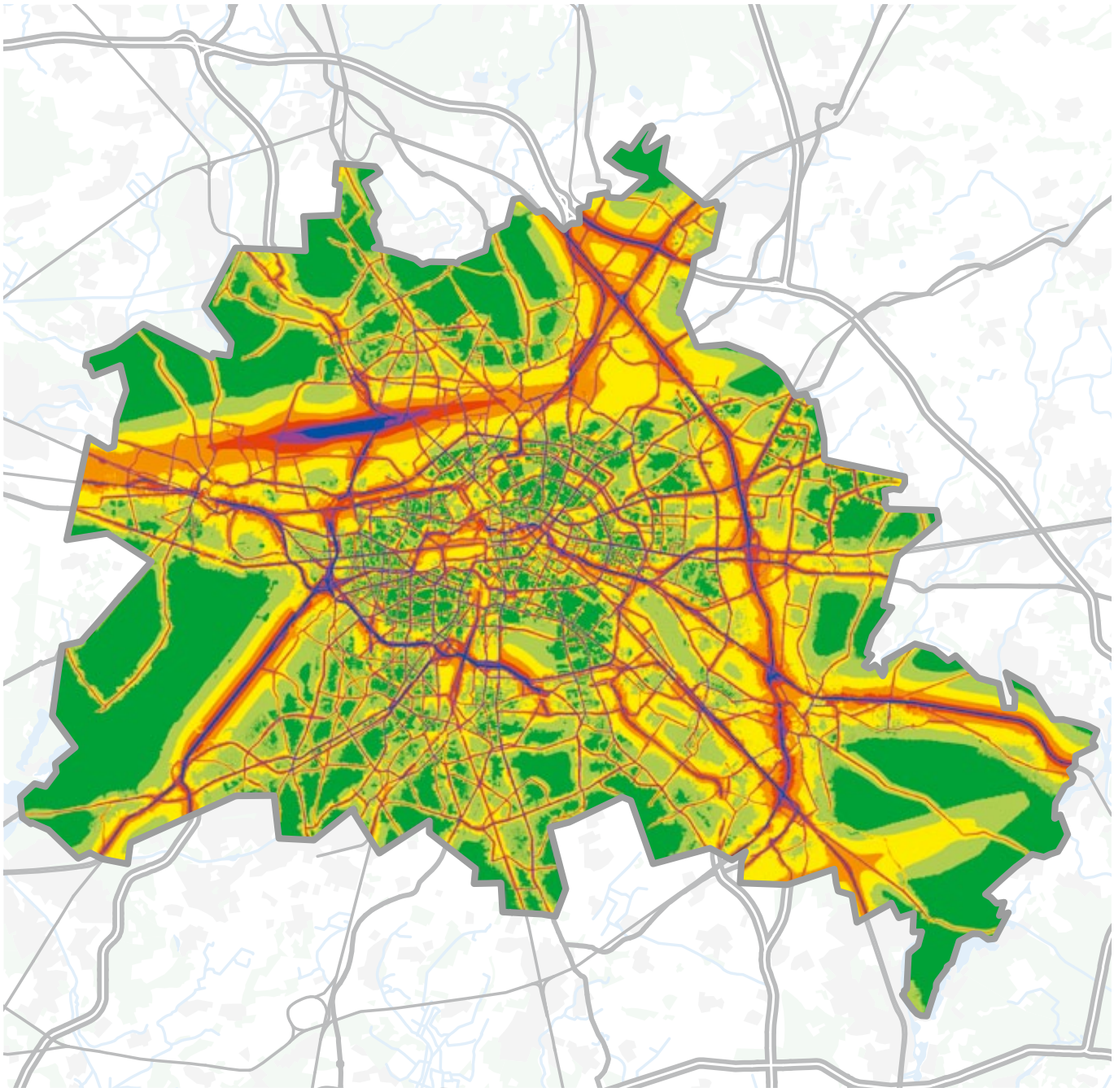
on noise mapping in Berlin at www.stadtentwicklung.berlin.de/umwelt/laerm

on noise abatement in Berlin at 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

as well as more detailed information at www.umweltbundesamt.de/themen/verkehr-laerm

Exposure to noise (superimposed) from road, rail and air traffic on daily average (2012)

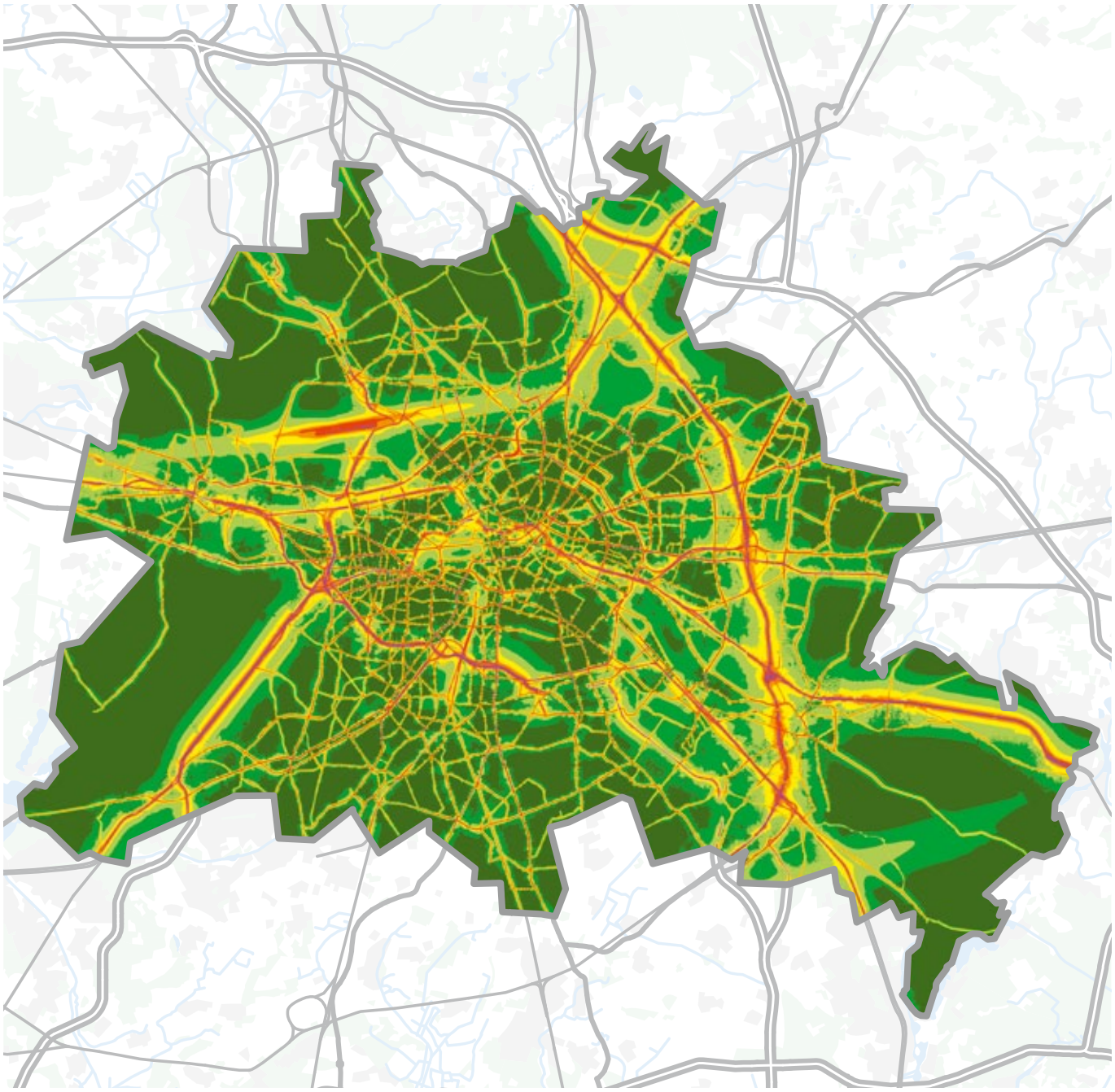


Noise levels on daily average in dB(A)

- ≤ 50
- > 50 to 55
- > 55 to 60
- > 60 to 65
- > 65 to 70
- > 70 to 75
- > 75

Source: Senate Department for Urban Development and the Environment of the State of Berlin

Exposure to noise (superimposed) from road, rail and air traffic on daily average (2012)



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

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

Source: Senate Department for Urban Development and the Environment of the State of Berlin

Areas, dwellings, schools and hospitals exposed to noise, on daily average (2012)

	Highly exposed with noise levels above 65 dB(A)
Road traffic including buses	
Areas exposed to noise, in km²	88
Dwellings exposed to noise	134,100
Schools exposed to noise	62
Hospitals exposed to noise	19
Trams and U-Bahn	
Areas exposed to noise, in km²	7
Dwellings exposed to noise	8,700
Schools exposed to noise	2
Hospitals exposed to noise	1
Rail traffic including S-Bahn[1)]	
Areas exposed to noise, in km²	43
Dwellings exposed to noise	12,800
Schools exposed to noise	9
Hospitals exposed to noise	0
Air traffic	
Areas exposed to noise, in km²	10
Dwellings exposed to noise	11,200
Schools exposed to noise	2
Hospitals exposed to noise	1
Trade & industry	
Areas exposed to noise, in km²	1
Dwellings exposed to noise	0
Schools exposed to noise	0
Hospitals exposed to noise	0

[1)] Figures from 9 July 2007; revision by Federal Railways Office expected

Source: Senate Department for Urban Development and the Environment of the State of Berlin

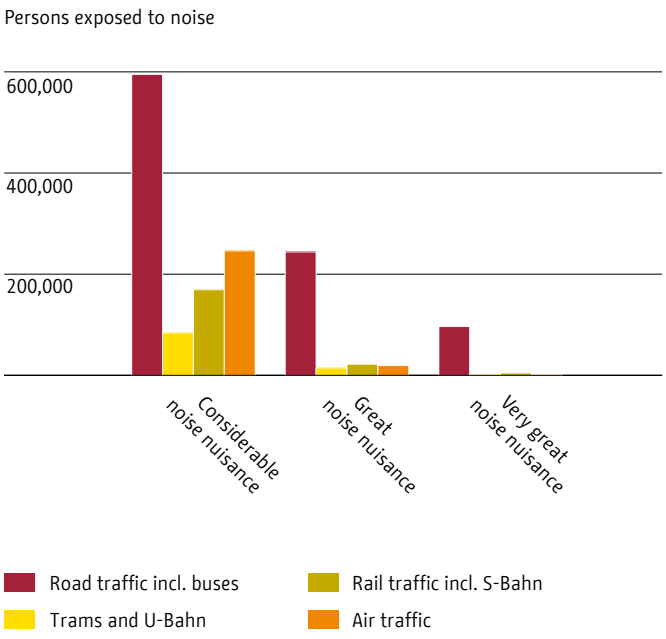
Persons exposed to noise (2012)

Degree of noise nuisance	Considerable [1]	High [2]	Very high [3]
on daily average			
Road traffic incl. buses	594,300	244,400	97,400
Trams and U-Bahn	84,900	15,900	2,000
Rail traffic incl. S-Bahn [4]	169,900	23,100	5,900
Air traffic	246,600	20,500	1,700
Trade & industry	500	100	0
during the night			
Road traffic incl. buses	464,500	296,300	146,200
Trams and U-Bahn	61,800	28,100	7,700
Rail traffic incl. S-Bahn [4]	123,000	45,100	13,300
Air traffic	56,400	9,100	200
Trade & industry	300	100	0

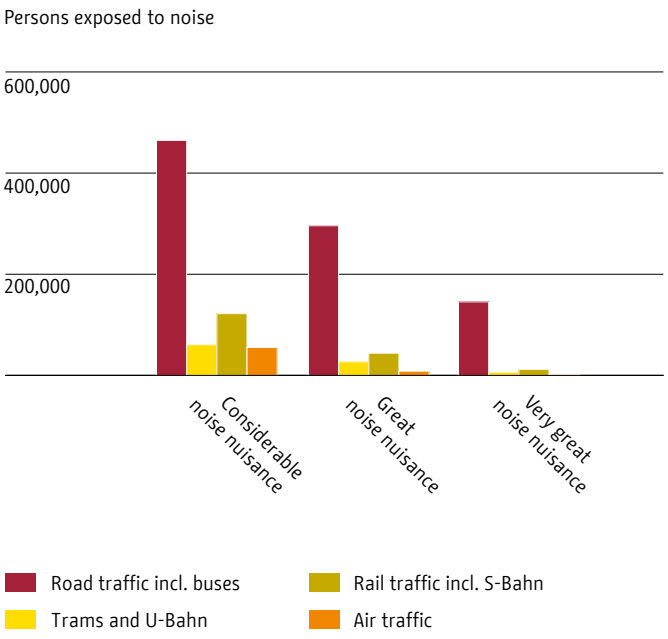
[1] With noise levels above 55 dB(A) on daily average and above 50 dB(A) during the night
[2] With noise levels above 65 dB(A) on daily average and above 55 dB(A) during the night
[3] With noise levels above 70 dB(A) on daily average and above 60 dB(A) during the night
[4] Figures from 9 July 2007; revision by Federal Railways Office expected

Source: Senate Department for Urban Development and the Environment of the State of Berlin

Persons exposed to noise on daily average (2012)

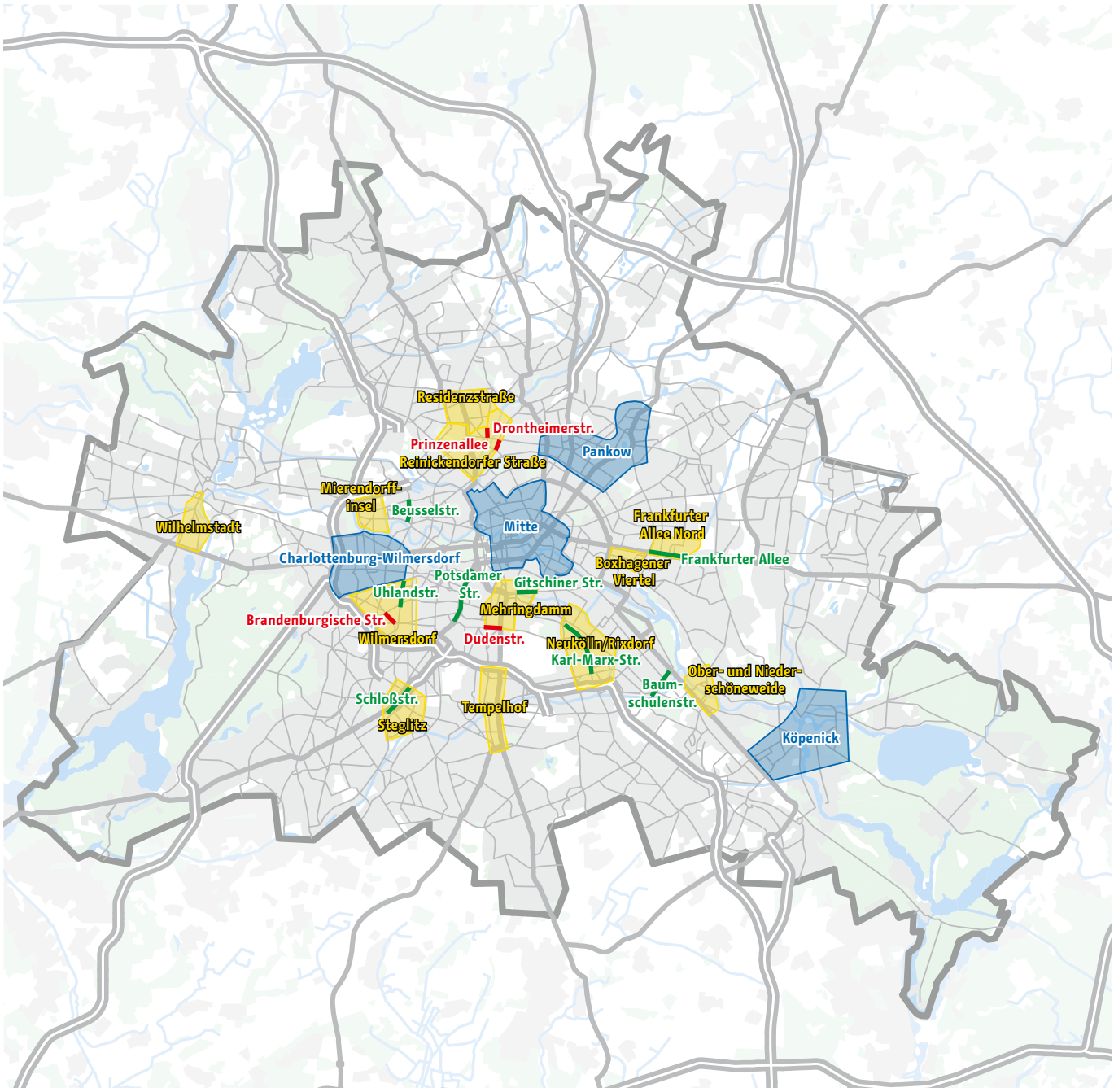


Persons exposed to noise during the night (2012)



Source: Senate Department for Urban Development and the Environment of the State of Berlin

Concept areas, concept roads and exemplary roads in noise reduction planning[1)]



- Concept area
- Concept roads
- Exemplary roads
- Privious model areas for noise reduction

In 2001, an investigation was begun to ascertain the noise-reduction measures that would be appropriate for an agglomeration such as Berlin. Noise action planning focused on the preparation of typical solutions for exemplary problem areas and problem roads. Noise action planning then continued in greater depth for twelve selected concept areas and eight concept roads. In addition, the noise reduction effects of road-related measures were substantiated and their realizability examined on the basis of four exemplary roads.

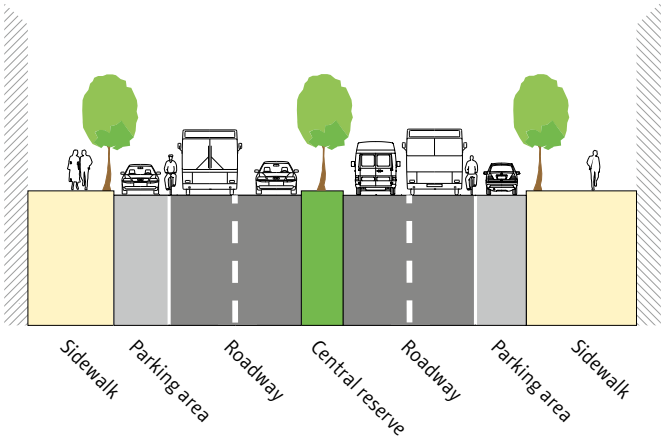
[1)] Areas and roads are based on the 2008 Noise Action Plan. These are continually revised as noise reduction planning is updated.

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH

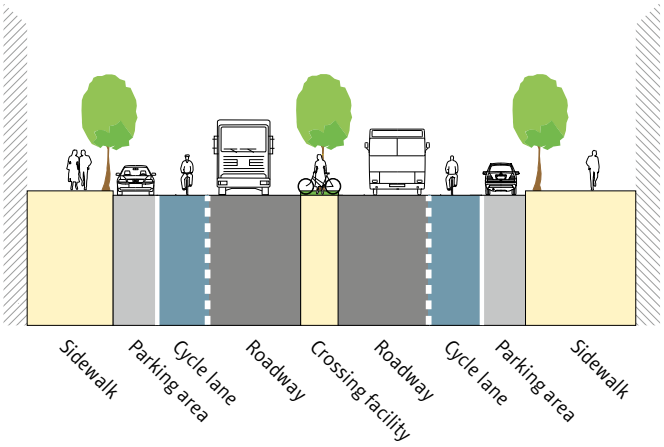
Noise Action Plan initiatives

Pilot project – exemplary roads

Brandenburgische Straße before reconstruction, 2009



Brandenburgische Straße after reconstruction, 2011



As a pilot project, the roadway surface for vehicle traffic in closely adjoining sections on both sides of the street was reduced in favor of bicycle lanes, and vehicle traffic was confined to the center of the roadway. Moving the vehicle lanes away from the houses reduces the noise pollution. This approach was tested in the field along three trial routes: Brandenburgische Straße in Charlottenburg-Wilmersdorf, Dudenstraße in Friedrichshain-Kreuzberg and Prinzenallee in the Mitte district.

Accompanying studies show that establishing bicycle lanes on the roadway, in place of a second vehicle lane in the same direction, is even possible on main roads carrying roughly 20,000 cars per 24 hours, as long as suitable basic conditions exist. This provides a sustained contribution to an environmentally friendly choice of transport options, and also to noise reduction.

The planning and construction of these initiatives were supported with funding from the European Regional Development Fund and the City-State of Berlin as part of the Environmental Relief Program II (project funding code: 11181 UEP II/6-2).

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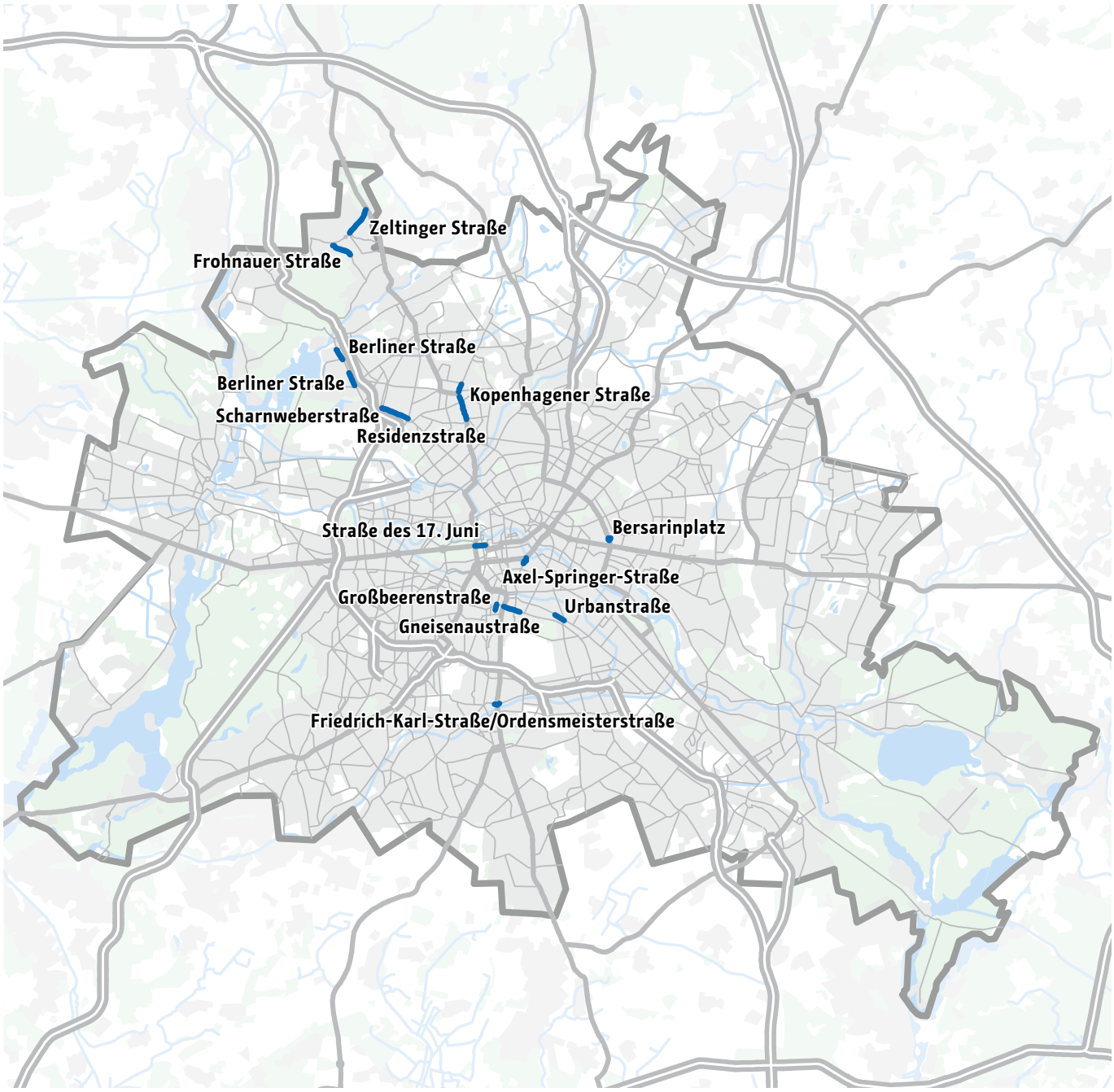
Source: diagrams – 2008 Noise Action Plan for Berlin; photos – LK Argus GmbH, Senate Department for Urban Development and the Environment of the State of Berlin

Noise Action Plan initiatives



Road resurfacing with low-noise asphalt

Low-noise roadway coatings effectively reduce noise. Besides the 'silent' asphalt used outside the city, new techniques are now also being tested on urban roads. With funding from the Berlin business activity support program, four sections of road were refurbished for optimum noise reduction and followed up by comprehensive testing. This roadway coating, known as 'thin layers hot-on-hot asphalt', has been applied to parts of the following roads: Kopenhagener Straße (Flottenstraße to Alt-Reinickendorf), Scharnweberstraße (Eichborndamm to Kurt-Schumacher-Damm), and Berliner Straße (Bernstorffstraße to Veitstraße) in the Reinickendorf district; Gneisenaustraße (south roadway, Schleiermacherstraße to Mehringdamm), Urbanstraße (north roadway, Hermannplatz to Schönleinstraße) and Großbeerenstraße (Yorkstraße to Hagelberger Straße) in the Friedrichshain-Kreuzberg district (see map).

Moreover, in recent years further sections of road have been rebuilt to feature a low-noise design: Berliner Straße (Wittestraße to Holzhauser Straße), Residenzstraße (Pankower Allee to Grünrockweg, in the direction of Lindauer Allee only), Frohnauer Straße (Alemannenstraße to Falkentaler Steig), Zeltinger Straße (Zeltinger Platz to Oranienburger Chaussee) in the Reinickendorf district; Straße des 17. Juni (Platz des 18. März to Yitzhak Rabin Straße) in the Mitte district; Bersarinplatz in the Friedrichshain-Kreuzberg district; rebuilding of Axel-Springer Straße in the Friedrichshain-Kreuzberg and Mitte districts; Friedrich-Karl Straße/Ordensmeisterstraße around the Tempelhofer Damm intersection in the Tempelhof-Schöneberg district (see map).

The noise of tires rolling past is considerably reduced by a special roadway surface, as preliminary measurements have shown. The coatings must nevertheless prove their everyday value before they are applied more extensively.

Source: Senate Department for Urban Development and the Environment of the State of Berlin

Costs and financing

Mobility costs money. Every year Berlin spends over €300 million on investments related to road construction, as well as on maintenance and energy costs for the Berlin road network. Of these costs, those for operation and maintenance exceed spending on road construction.

Subsidies for public passenger transportation (BVG, S-Bahn, DB regional trains, ODEG, NEB) amounted to a total of €545.9 million in 2012. Around €311.8 million was invested in the local rail infrastructure for

S-Bahn, U-Bahn and trams in 2012. Of this, roughly €162.4 million was allocated to overhaul and new construction on the U-Bahn, around €81.6 million to investments on the S-Bahn, and around €67.8 million to overhaul and new construction on the tramway network.

Further information on the costs and financing of traffic

on the Berlin State Budget can be obtained from
www.berlin.de/sen/finanzen/haushalt

Capital expenditure on road construction[1)]

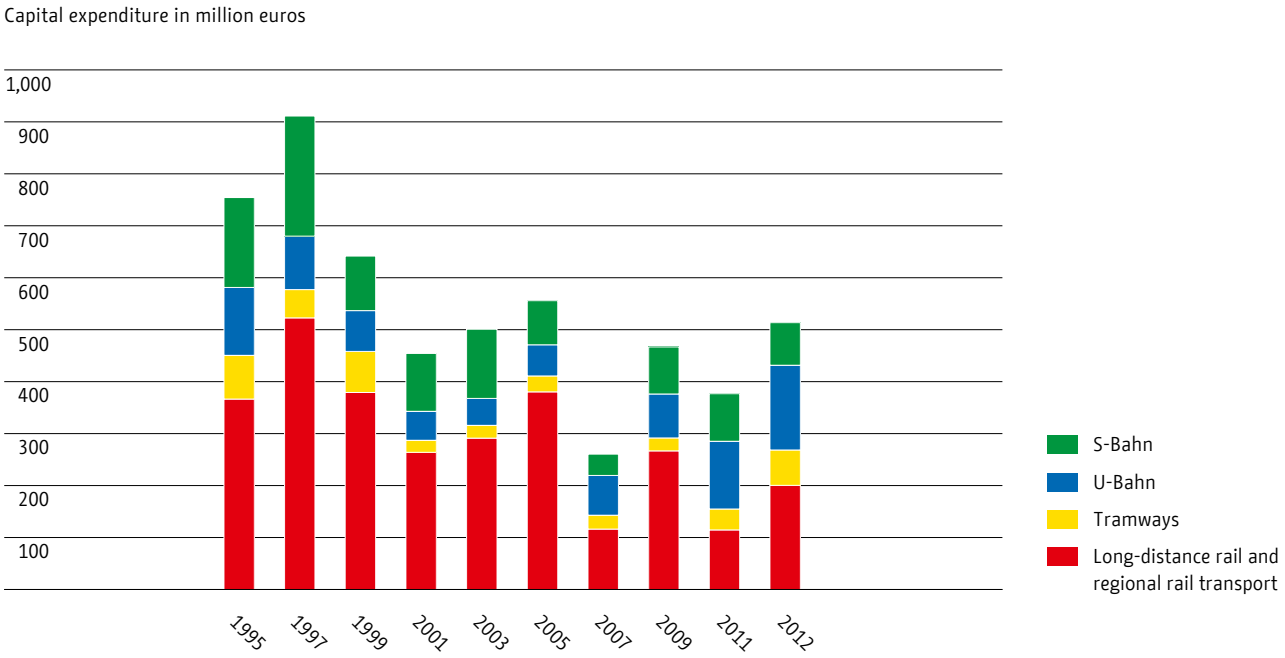
	1993	1995	1997	1999	2001	2003	2005	2007	2009	2011	2012
Expenditure on federal roads and motorways (in million euros)	**45.6**	**65.7**	**65.9**	**70.8**	**70.9**	**64.5**	**84.9**	**63.8**	**34.3**	**61.9**	**55.1**
Capital costs	39.6	59.3	59.5	65.3	65.3	59.6	79.2	56.0	22.1	50.5	42.3
Maintenance	6.0	6.4	6.4	5.5	5.6	4.9	5.7	7.8	12.2	11.4	12.8
Expenditure on road construction (in million euros)	**197.4**	**229.4**	**187.5**	**122.4**	**78.0**	**70.9**	**71.7**	**48.7**	**49.8**	**33.8**	**36.8**
General road construction measures	94.3	69.2	41.5	27.7	15.2	16.3	19.7	23.4	21.2	14.1	13.1
Bridges and tunnels (state funds only)	23.9	64.0	102.1	40.3	22.5	15.3	27.3	7.7	13.6	3.3	4.3
Road construction in the government district in Berlin[2)]	0.0	3.0	17.6	20.6	15.9	18.7	10.9	5.7	5.3	8.6	5.8
Road construction in development zone (excluding the government district)[3)]	0.0	0.0	1.5	8.2	6.0	4.6	2.9	1.2	0.0	0.0	0.0
Road drainage	65.8	86.9	23.0	23.4	18.1	13.8	8.2	7.8	7.3	6.7	9.0
Road lighting (electricity and gas)	13.4	6.3	1.8	2.2	0.3	2.2	2.7	2.9	2.4	1.1	4.6
Expenditure on road maintenance (in million euros)	**198.8**	**211.5**	**166.9**	**142.5**	**111.0**	**93.9**	**108.6**	**156.2**	**153.8**	**182.6**	**165.5**
General road construction measures	66.6	53.1	35.7	36.7	27.1	21.4	34.8	34.9	38.0	57.6	45.2
Bridges and tunnels (state funds only)	43.8	39.7	32.2	27.8	19.3	4.4	7.5	14.6	9.6	10.6	8.3
Road drainage	51.4	75.8	67.2	55.7	55.7	55.7	55.7	92.6	95.5	104.3	104.9
Road lighting (electricity and gas)	37.0	42.9	31.8	22.3	8.9	12.4	10.6	14.1	10.7	9.8	7.1
Expenditure on traffic signal systems and other technical systems (in million euros)[4)]	**36.2**	**31.2**	**17.4**	**18.2**	**15.8**	**14.2**	**14.5**	**14.5**	**15.8**	**14.8**	**14.3**
Energy costs for road lighting and road control systems (in million euros)	**32.8**	**30.2**	**26.4**	**14.6**	**15.5**	**18.0**	**17.6**	**26.5**	**28.4**	**27.9**	**28.8**

[1)] The table covers major expenditure on road construction and road maintenance. The costs of road cleaning, personnel etc. are not included.
[2)] Including bridge construction and federal contribution to costs
[3)] Including road drainage
[4)] Including software for road control systems
Source: Senate Department for Urban Development and the Environment of the State of Berlin

Capital expenditure on public transport[1)]

	1995	1997	1999	2001	2003	2005	2007	2009	2011	2012
Capital expenditure, total (in million euros)	**751.6**	**907.8**	**639.4**	**452.8**	**499.2**	**553.9**	**259.4**	**465.2**	**375.6**	**511.8**
S-Bahn[2)]	**172.3**	**230.2**	**104.5**	**110.9**	**132.6**	**84.5**	**40.8**	**90.1**	**91.1**	**81.6**
U-Bahn, total	**130.1**	**102.4**	**78.2**	**55.5**	**51.6**	**59.7**	**76.2**	**84.2**	**129.8**	**162.4**
Major repairs	101.3	79.1	59.0	43.2	44.4	42.2	55.7	68.6	103.6	112.0
New construction	28.8	23.3	19.2	12.3	7.2	17.5	20.5	15.6	26.2	50.4
Tramways, total	**83.8**	**54.2**	**78.7**	**23.1**	**24.5**	**30.5**	**26.2**	**24.8**	**40.1**	**67.8**
Major repairs	53.7	41.6	59.5	20.0	20.9	23.4	18.7	22.1	37.8	63.1
New construction	30.1	12.6	19.2	3.1	3.6	7.1	7.5	2.7	2.3	4.7
Subtotal	**386.2**	**386.8**	**261.4**	**189.5**	**208.7**	**174.7**	**143.2**	**199.1**	**261.0**	**311.8**
Long-distance rail and regional rail transport	**365.4**	**521.0**	**378.0**	**263.3**	**290.5**	**379.2**	**116.2**	**266.1**	**114.6**	**200.0**

Capital expenditure on public transport



[1)] Without repair and maintenance measures and rolling stock procurement
[2)] All data inclusive of measures in Brandenburg

Source: Senate Department for Urban Development and the Environment of the State of Berlin; Federal Ministry of Transport, Building and Urban Development

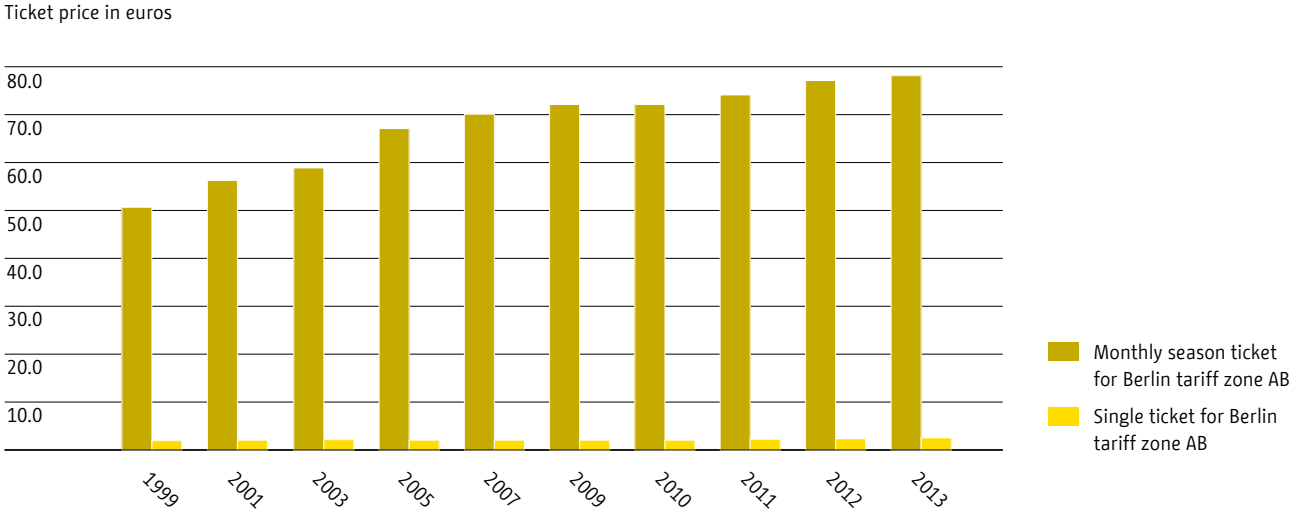
Subsidies for public transport

	1997	1999	2001	2003	2005	2007	2009	2010	2011	2012
Subsidies, total (in million euros)	**703.0**	**703.0**	**652.4**	**655.1**	**682.9**	**577.6**	**487.4**	**481.8**	**505.9**	**545.9**
BVG[1]	470.9	470.9	420.3	420.3	420.3	307.3	250.0	250.0	250.0	266.8
S-Bahn	221.4	221.4	221.4	190.6	217.5	225.1	190.1[4]	184.9[5]	206.8[6]	232.4[7]
DB Regio	10.7	10.7	10.7	44.2	42.2	40.4	42.9	43.1	44.2	43.1
ODEG (Ostdeutsche Eisenbahn GmbH)[2]					2.9	3.0	2.8	2.2	2.9	2.1
NEB (Niederbarnimer Eisenbahn AG)[3]						1.8	1.6	1.6	2.0	1.5

Public transport ticket prices

	1999	2001	2003	2005	2007	2009	2010	2011	2012	2013
Single ticket for Berlin tariff zone AB	**2.00**	**2.10**	**2.20**	**2.10[8]**	**2.10[8]**	**2.10[8]**	**2.10[8]**	**2.30[8]**	**2.40[8]**	**2.60[8]**
Monthly season ticket for Berlin tariff Zone AB	**50.6**	**56.2**	**58.5**	**67.00[9]**	**70.00[9]**	**72.00[9]**	**72.00[9]**	**74.00[9]**	**77.00[9]**	**78.00[9]**

Public transport ticket prices



[1] Since 01.01.2008 funding in accordance with the transportation contract
[2] In operation since 2005
[3] In operation since 2006
[4] Deductions resulting from impaired performance of around €43,1 million, available for public transportation elsewhere
[5] Deductions resulting from impaired performance of around €52 million, available for public transportation elsewhere
[6] Deductions resulting from impaired performance of around €40.6 million, plus energy cost increases of around € 7 million
[7] Deductions resulting from impaired performance of around €11,8 million, available for public transportation elsewhere
[8] Since 2004, single tickets are only valid for travel in one direction for a limited period of time
[9] Since 2004, monthly season tickets include an additional service: an accompanying person can travel at no extra charge at certain times

Source: Senate Department for Urban Development and the Environment of the State of 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), in particular increasing the number of journeys made on foot and by bicycle

→ Chapter: Characteristics of mobility, page 20 ff.

The low rate of private ***motorization***, compared to other cities, should not increase.

→ Chapter: Freight transport, page 62 ff.

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

→ Chapter: Costs and financing of traffic, page 106 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 86 ff.**

Berlin's contribution to ***climate protection*** should increase. CO_2 emissions from traffic should be reduced.

→ **Chapter: Air quality and climate protection, page 91**

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 101**

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 76 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 52**

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

→ **Chapter: Motor vehicle traffic, page 27 ff.**

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Demographic change and changing mobility needs require ongoing traffic planning. Reliable data and facts about the traffic situation in Berlin make forward-looking transport policy and planning possible. This applies to traffic infrastructure, the effects of traffic on human beings and the environment, and the cost and financing of the traffic system.

Our 'Mobility in the City – Berlin Traffic in Figures' brochure provides you with a wide, diverse overview of all these. Tables, timelines, and maps vividly illustrate the current state, progress, and consequences of traffic in Berlin. This is the sixth issue of the brochure since 2001, with additional information on car sharing, pedestrian traffic, and traffic noise reduction.It forms the basis of information for political decision-makers, members of the public with a professional interest, plus scientists and economists.

Our researches have shown: Berliners are on the go more and more, and by a multitude of means – and are using more forms of transportation, more often. This is the result of continuing funding for the public transportation network, as well as for pedestrian and bicycle traffic.

The level of motorization in Berlin, at 342 cars per 1,000 inhabitants, remains remarkably low by comparison with other German cities. More people use bicycles, and public transportation passenger numbers have risen.

Car-sharing schemes have been constantly expanding. In particular, flexible, non-binding schemes, at fixed pick-up points, have shown a clear increase.

Since 2009, the growth of the Berlin economy has gone hand in hand with an increase in freight transport, especially rail freight.

The introduction of the environmental traffic zone in 2008, and the initiatives to reduce noise, have contributed to the improvement of quality of life in the city. Expansion of parking provision in Prenzlauer Berg and Friedrichshain has meant that even more commuters in the city and surrounding region are using the public transportation network – further contributing to the reduction of noise and air pollution.

Senatsverwaltung
für Stadtentwicklung
und Umwelt

be Berlin