



Federal Ministry
of Transport and
Digital Infrastructure

„Mobility in Germany 2017“ - German NTS

Mobilität in Deutschland (MiD)

UNECE Working Party 6



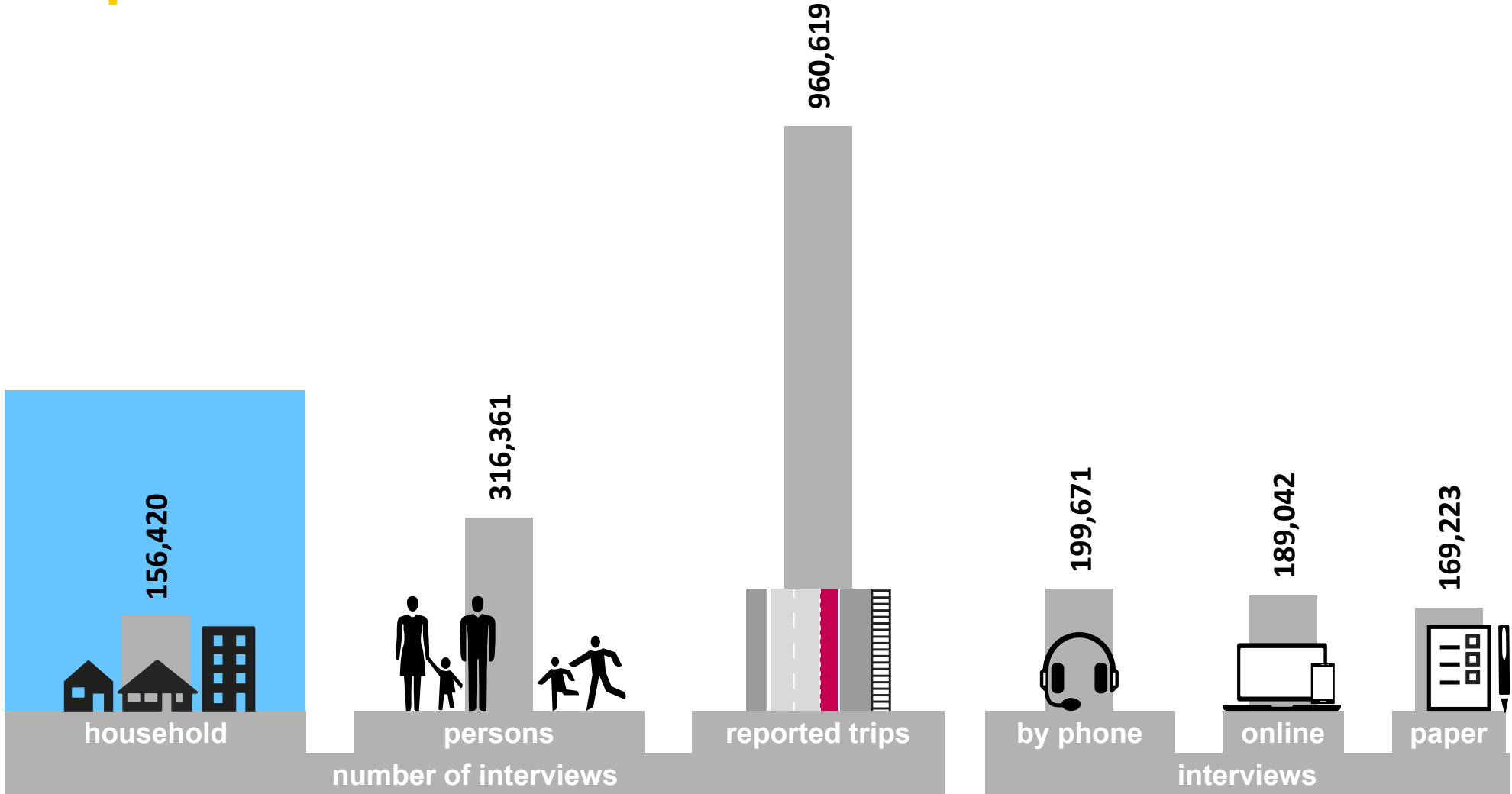
Preliminary Remarks

- Limits of nationwide organized mobility surveys
 - ⇒ can't consider local aspects of urban planning (e.g. attractiveness of routes, accessibility, places of fear)
 - ⇒ can't offer an in depth analysis of walking and cycling
 - ⇒ so far no decision for GPS-tracking (e.g. by smartphones)
 - ⇒ focus is not on the decimal places in certain years, but on change and structural information

- concept of longitudinal and cross-sectional survey
 - ⇒ temporal change in modal split: annual panel on mobility (German Mobility Panel)
 - ⇒ comparisons of regions, city, spatial typologies, groups of persons, etc.: repeated cross-sectional survey (Mobility in Germany e.g. 2002, 2008, 2017)



MiD 2017 – Sample and Interview Modes





MiD 2017 – Key terms of Sample and Methods

- Rough Concept launched by the Federal Ministry of Transport and Digital Infrastructure (BMVI)
- Net nationwide sample
 - ⇒ 35,000 households by order of BMVI
 - ⇒ 125,000 by order of 60 regional partners
- Triple frame sample
 - ⇒ Register: + same chance for selection, - spatial cluster effects
 - ⇒ Dual frame telephone (landline and cellular RDD telephone numbers)
- Core and additional topics
- Consultants/Contractors: infas, DLR, IVT Research, infas360

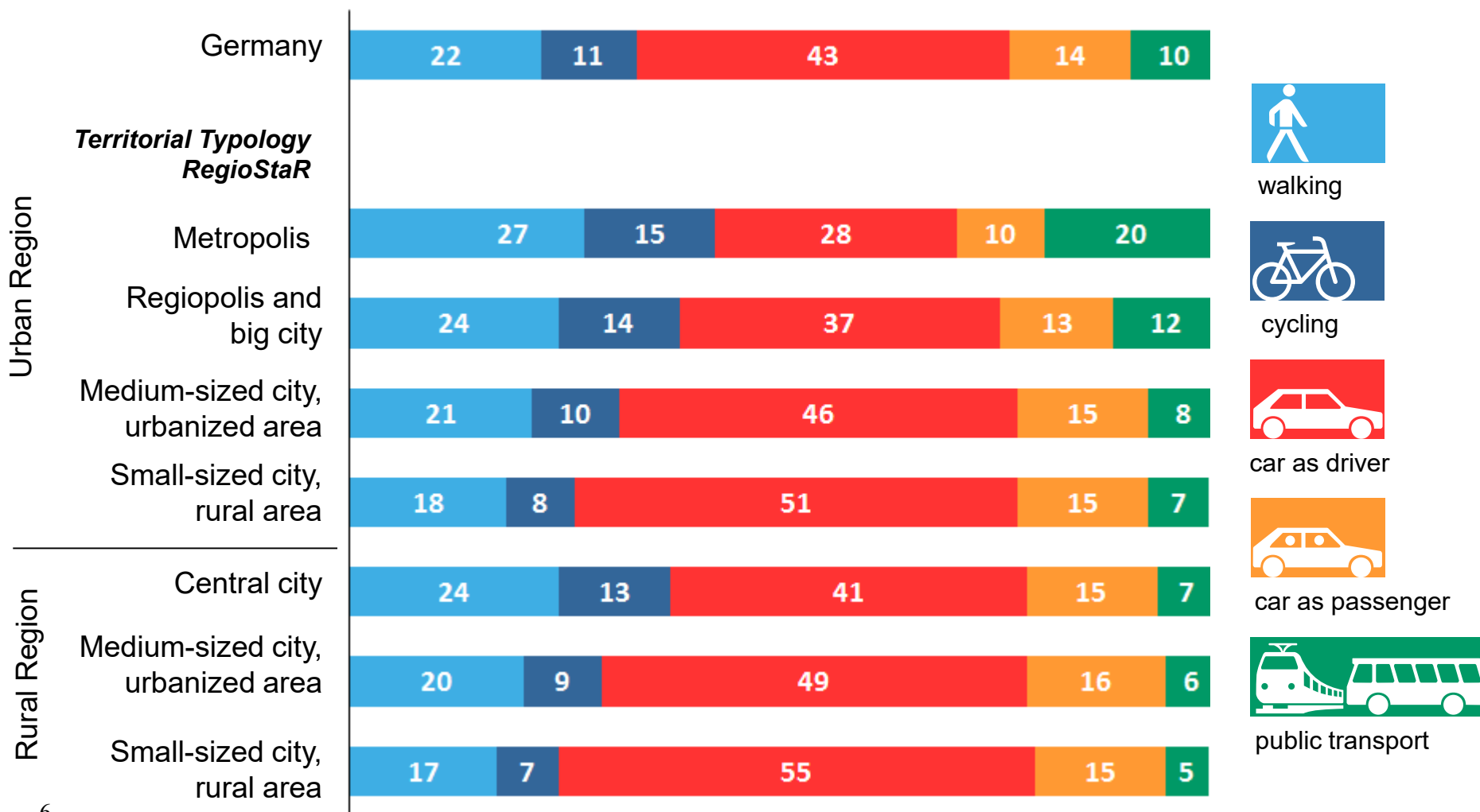


MiD – facing the challenges of collecting data on cycling and walking

- trip: as clear as possible a definition of what is meant
 - ⇒ MiD: all routes on foot or by mode of transport on public ways; outward and return are one trip
- mode effects
 - ⇒ different readiness of participation, different possibilities for plausibility checks
 - ⇒ decision: CATI, CAWI and PAPI on all levels (households, persons, trips, cars)
- stratification and weighting concept
 - ⇒ using regional types and small scaled spatial data (e.g. core city versus outskirts)
- subsample: stage concept
 - ⇒ not analysed yet
- Matching of different and detailed spatial informations
 - ⇒ to be able to explain different cycling and walking patterns (e.g. relief, density, local weather,...)
- sophisticated survey concept >> analysis are ongoing, lab for future surveys

Modal Split in Germany 2017

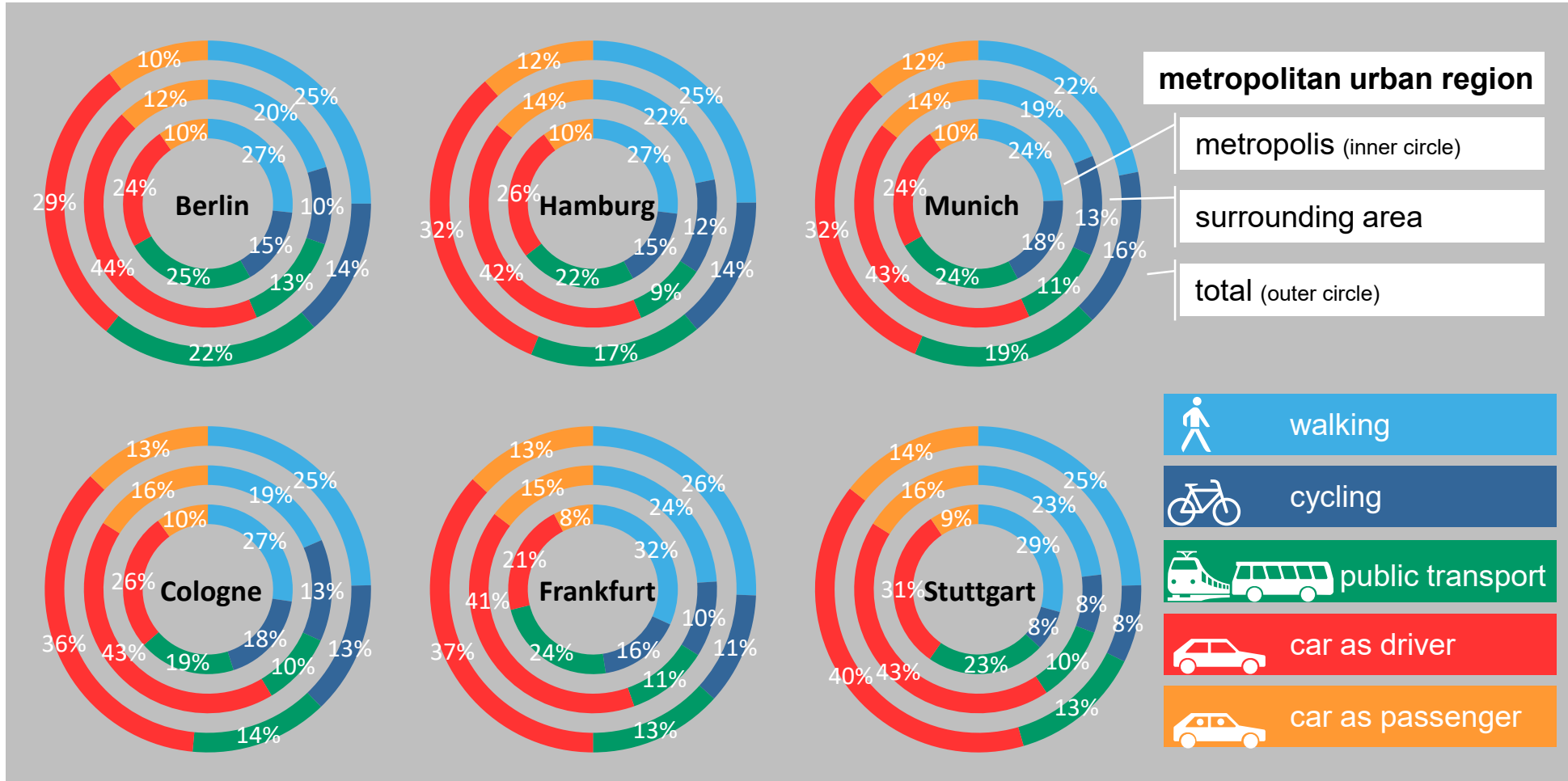
main transport mode by residence of persons - percentage of trips





Modal Split in Metropolitan Urban Regions 2017

main transport mode by residence of persons - percentage of trips





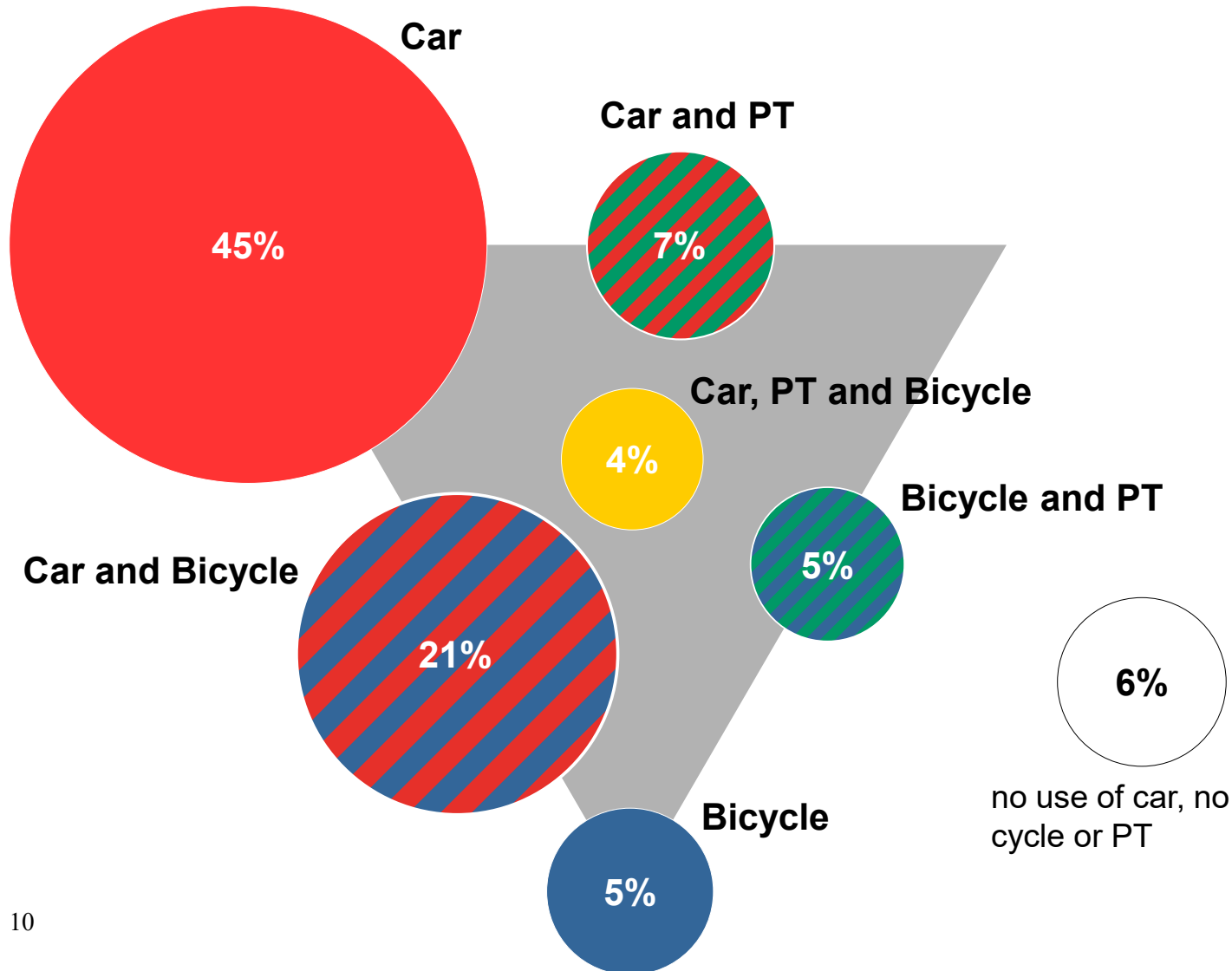
Model Split (main transport mode) in German Metropolises by different Spatial Structures

<i>percentage of trips</i>	walking	cycling	car as driver	car as passenger	public transport	total
relief / slope in the environment (250 m grid cell and surrounding cells)						
<5%	27%	16%	10%	26%	21%	100%
5% and more	28%	7%	12%	35%	18%	100%
inhabitants per squarekilometer						
less than 1,000	16%	10%	42%	16%	17%	100%
1,000 to under 2,000	19%	10%	43%	14%	15%	100%
2,000 to under 5,000	26%	12%	33%	12%	18%	100%
5,000 to under 10,000	28%	16%	26%	10%	21%	100%
10,000 and more	31%	18%	19%	8%	24%	100%
total	27%	15%	28%	10%	20%	100%



Multimodality

(usually used within one week, persons ≥ 16 years)





Data Dissemination with Innovative Components (available only in German)

- www.bmvi.de/mid or www.mobilitaet-in-deutschland.de
- Classical:
 - ⇒ Reports
 - Result report
 - Method report
 - User manual
 - ⇒ Volume of tables
- Innovative
 - ⇒ Internet based online analysis tool: www.mobilitaet-in-tabellen.de
 - ⇒ Micro data use files:
 - Scientific-use files with a cascading system of spatial resolution and aggregation level of characteristics (see next slide) Micro data use files (to order at: <https://www.dlr.de/cs/>) > restricted access (public interest, science)
 - Public-use files

Thank you for your attention!

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Annex

basic information on

- Survey Programme**
- Usefiles - System of Data Provision**
- modes of transport**



Questionnaire Program

- Conflict of objectives
 - ⇒ Reduce the response burden
 - ⇒ Demand for more topics (carsharing, e-mobility, ...)
- Division in :

core topics (CATI, CAWI + PAPI)

important for transport infrastructure planning

- > high precision of the key variables
- > reliable differentiations
- > acceptance of PAPI

modules: additional topics (CATI, CAWI)

important, but

- > sub-sample are sufficient
- > no high interests in regional data
(e.g. wearing of helmets)



household

- household size, secondary residence
- age, sex, occupational status of all of the household members
- net household income
- tenant, owner
- number of bicycles, pedelecs / e-bikes, mopeds, motorbikes and cars in the household
- number of driving licenses in the household
- car sharing membership of at least one person in the household

car module

- car ownership
- reasons for having no car

core themes

cars

- producer and model
- annual mileage
- type of drive
- year of producing
- initial registration

car module

- engine power
- car holder
- usual parking space

additional modules for certain subsamples

persons

- age and sex
- educational attainment
- employment
- background of migration
- type of license
- carsharing membership
- usual used ticket in public transport
- availability of transport modes bicycle, pedelec/e-bike, car
- usual usage of transport mode (own car, carsharing, public transport, bicycle, train, remote bus, airplane)

travelling module

reporting of the last 3 journeys with at least 1 overnight stay within the last 3 months

module additional personal characteristics

year of receiving driving license, commuter with secondary residence, homeoffice, reduced mobility

module (digital) infrastructure

use of digital devices to support mobility, modes of transport for shopping, online shopping

module short-range mobility and cycling

usage of bikesharing, only walking, helmet, parking bicycle at home

module satisfaction and attitudes

satisfaction with public transport, car and bicycle traffic, walking, attitudes car, bicycle, public transport, walking

record day

- mobility
- surrounding
- car availability

trips

- source first trips
- time of starting and arrival
- purpose
- transport modes
- companion
- destination (address / geocode)
- distance
- regular professional trips

combined with car module

assignment of cars of the household to trips

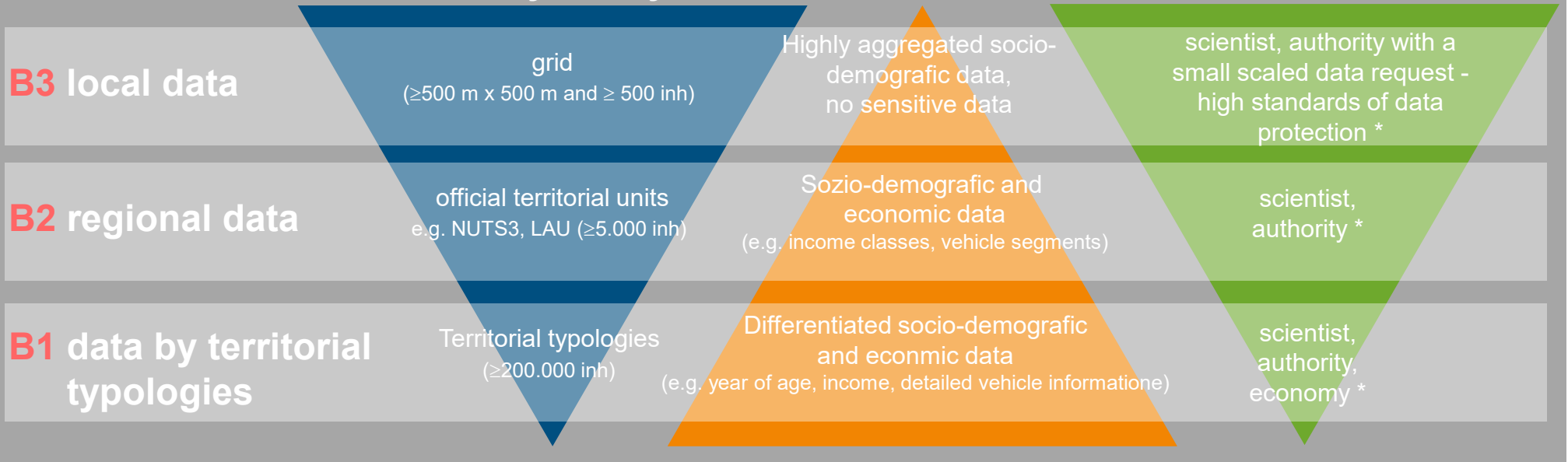
interviews on all stage for a subsample



Usefiles - System of Data Provision

data set	spatial resolution	characteristics	data user / requirements of data protection
A public use file (completely anonymised)	Territorial typologies (≥ 200.000 inh)	Aggregated sozio-demographic and economic data (e.g. age groups, vehicle segments)	public

B scientific use files / factually anonymised



* who signed a data distribution contract