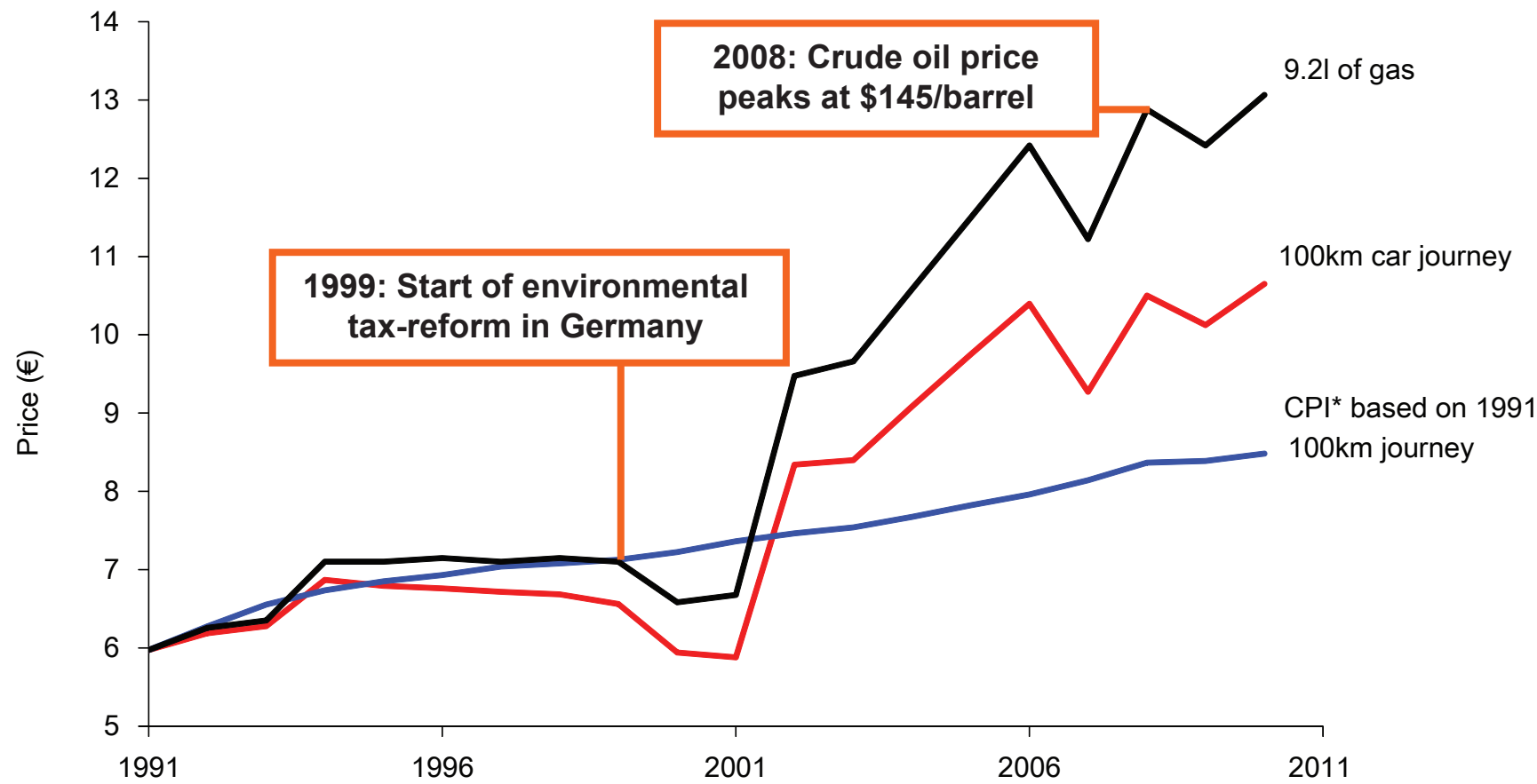
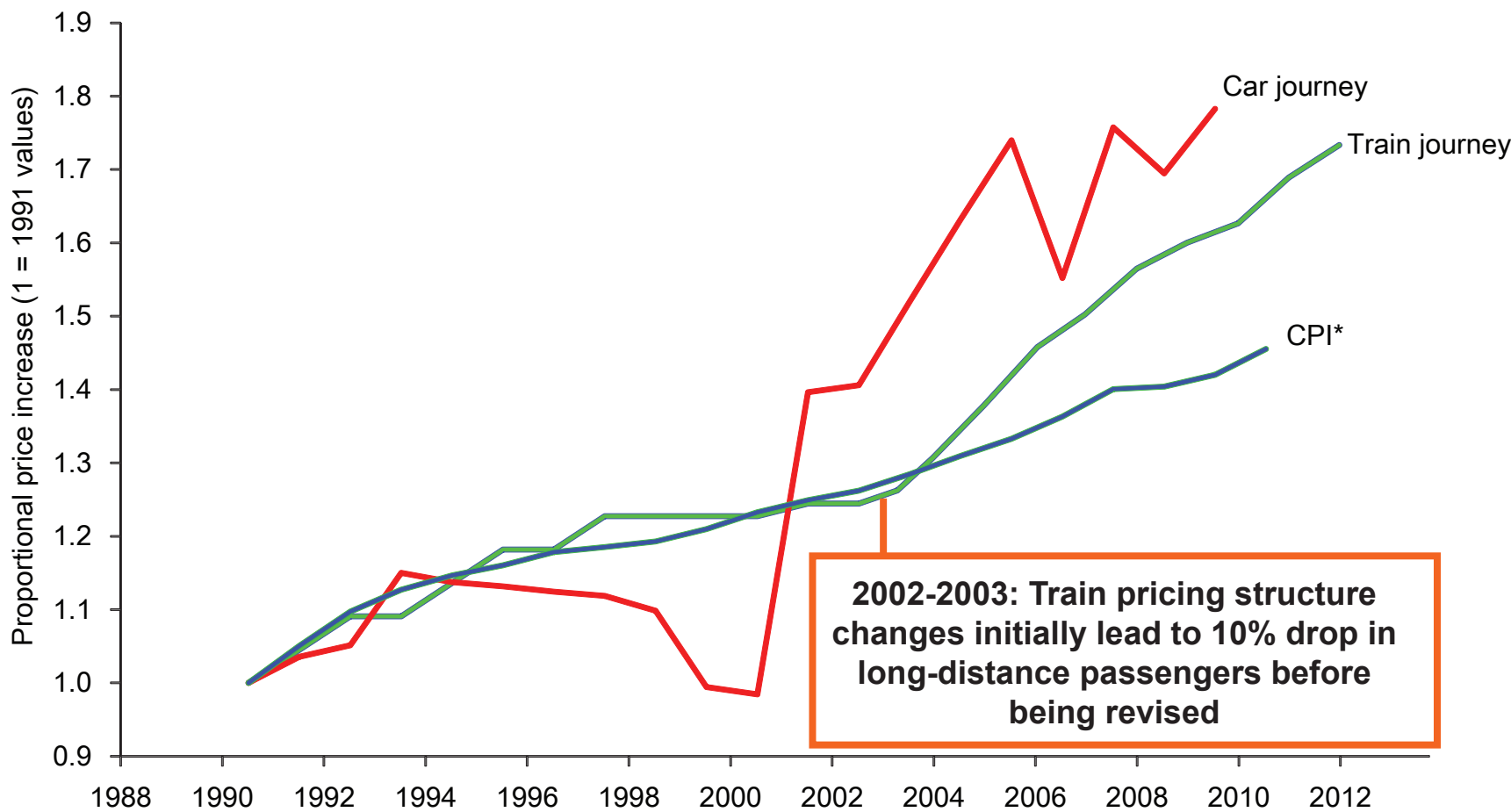


GETTING AROUND IN GERMANY

As everyone knows, gas prices have been rising continually for years, although better fuel economy in the German car fleet has offset some of this rise



We might expect public transport prices to rise less quickly; fuel is often electric and far more passengers per-unit energy should make trains less sensitive to gas prices. The relative, overall change is less but the rate of that change has similar recently.



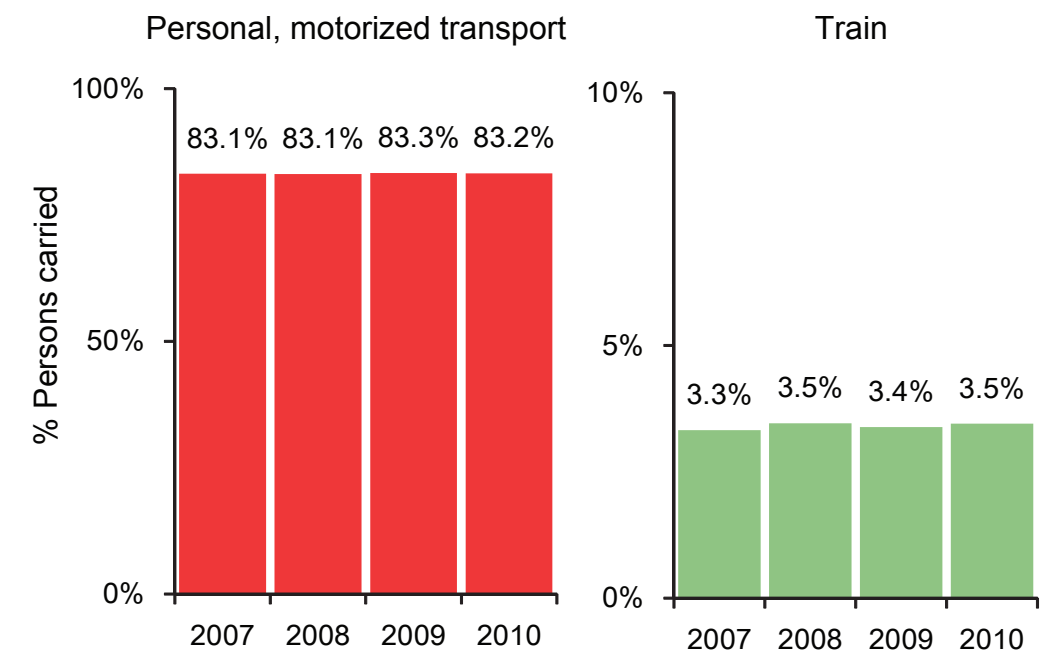
The bottom line

Getting an exact price comparison for a particular journey historically is difficult because the costs of running a vehicle are complex, but the German railway company (www.bahn.de) calculate it for current prices. How about Munich to Frankfurt?



This is based on a medium-class vehicle, 15,000km year and costs of 33c, but you can [check it for your own type of vehicle and driving habits](#).

Modal shift?



Do inflated gas prices shift demand to public transport? Data for years past is sparse, but there is no recent modal shift to be seen. Unfortunately this data is number of persons carried and not number of person-kilometers, so an absolute comparison (3.5% vs 83%) is not very meaningful.

*CPI: Consumer Price Index, measures inflation by showing how prices have increased across a range of good proportionally. For example, if we show CPI as €5 in 2000 an €6 in 2002, it means that prices increased by 20% in that time.

Sources: Tax Reform: *Ökosteuer (Deutschland)*, Wikipedia; Train price structure: *Preis- und Erlösmanagement Personenverkehr*, Wikipedia; Munich - Frankfurt journey price: www.bahn.de (data partially provided by ADAC) Train travel costs: PRO BAHN (www.pro-bahn.de); Gas Prices: http://www.was-war-wann.de/historische_werte/benzinpreise.html; CPI: German Federal Statistical Office via IMF Crude oil price: *Price of Petroleum*, Wikipedia; German fuel economy: German Federal Environment Agency; Modal Shift: German Federal Statistical Office