What (Car) Sharing Can Accomplish: *Impacts and Facts*

Friso Metz

SHARE-North Webinar: Sharing vs $haring

20 January 2017

Car-Ownership Philosophy

24x7 access

invisible costs

Car = default

car use = habit

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Car-Sharing Philosophy

Visible costs

Booking required

Car = last option

Sharing = change

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Many ways to share cars

Every form of car-sharing has its own impact!

Benefit #1
Less car use

- Car sharers drive 15-20% fewer kilometres
- Car sharers don’t drive during peak hours
- Increase of walking/cycling/PT

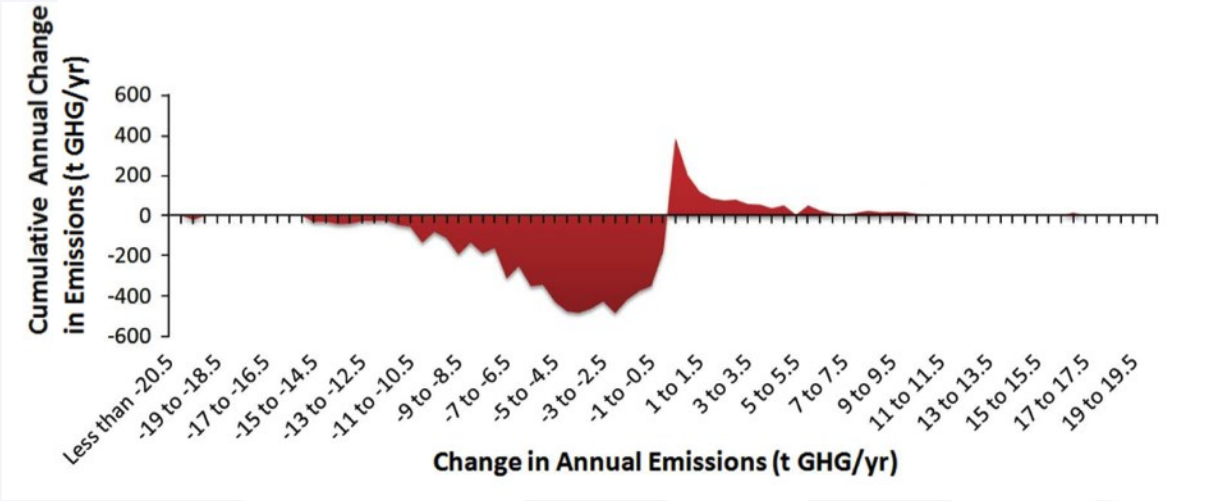
Less car use

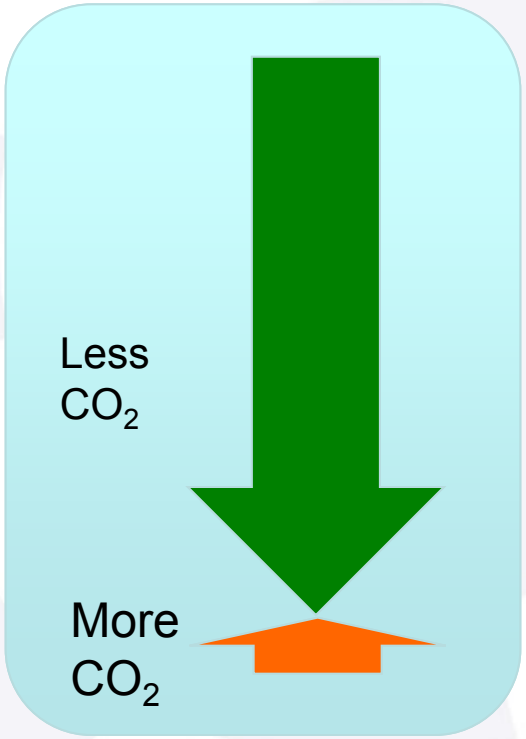
↘ 15-20%

less car kilometers

Does car-sharing lead to more or fewer km driven?

MARTIN AND SHAHEEN: GHG EMISSION IMPACTS OF CARSHARING IN NORTH AMERICA, 2008





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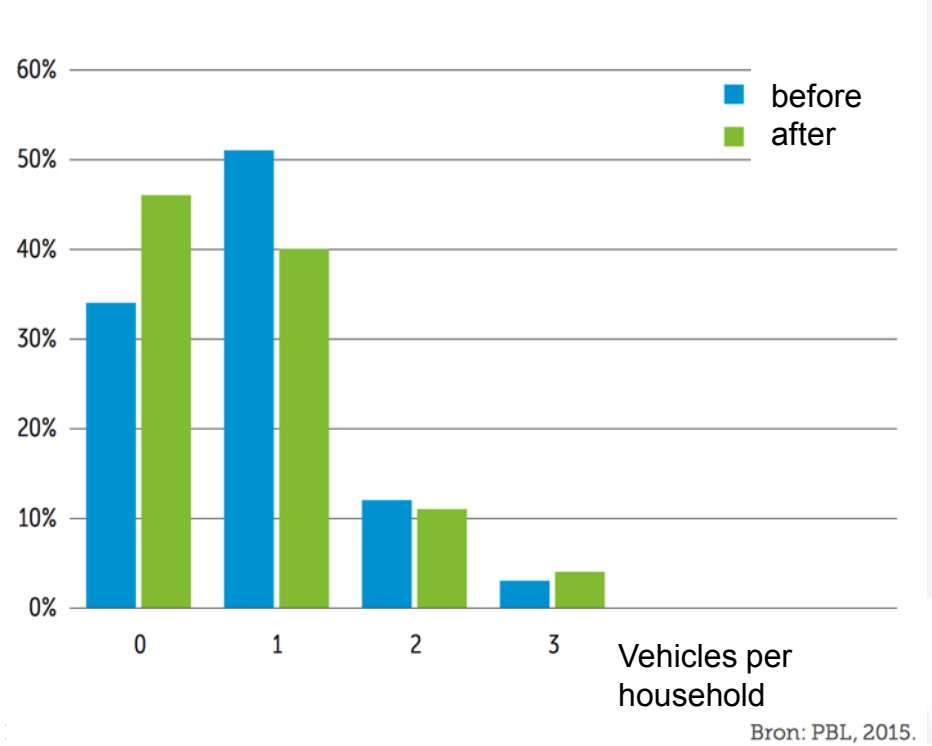
Benefit #2
Fewer cars

Station-based Car-sharing
(worldwide)

9 -	13	Fewer cars
4 -	6	Cars sold
5 -	7	Cars not purchased

All forms of car-sharing
(Netherlands)



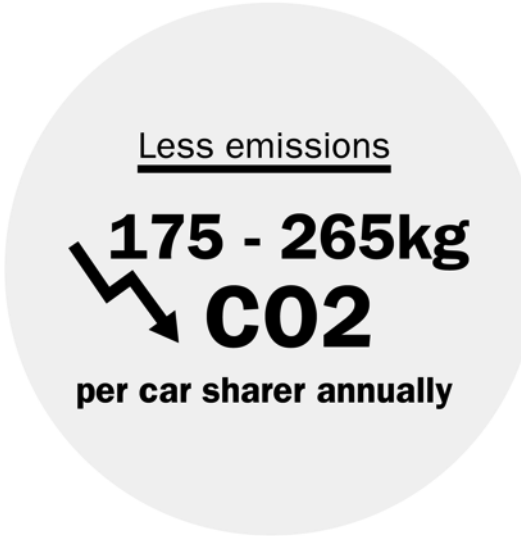
Benefit #3
Lower parking pressure

- 4-6 cars sold for every CS vehicle (station based) …
- Means 3-5 fewer cars parked on the streets
- = immediate relief of parking pressure!

Benefit #4
Lower emissions

NL all forms of CS

- Fewer km driven: - 280 kg
- More km + PT: + 135 kg
- Fewer cars: - 85-175 kg



What could we say more?

Increased Live

Stronger social co
Less transport p

For cities and village

Cheaper

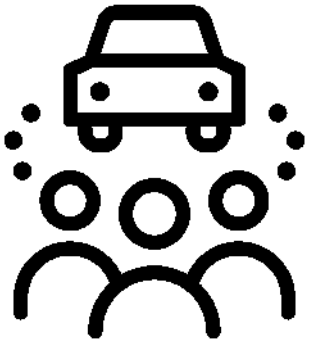
€

Part of combined mobility

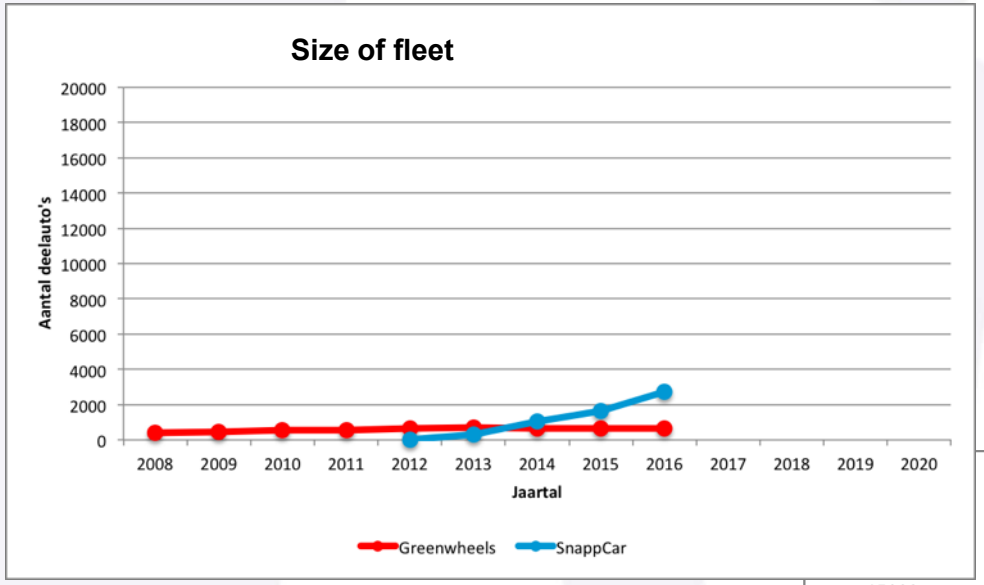
Increased freedom of choice

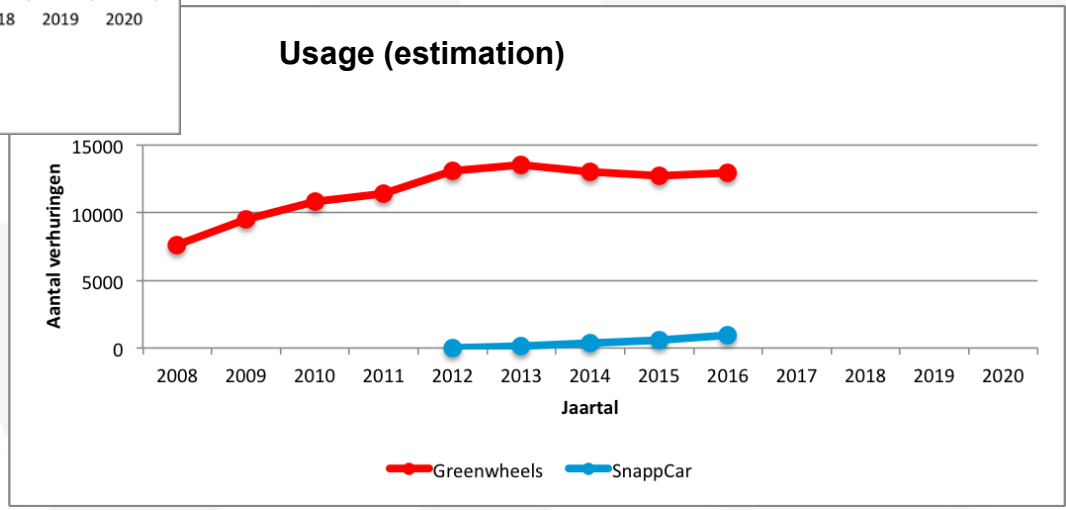
Stronger social cohesion
Less transport poverty

ess



Station based and p2p car-sharing: Case Study Amsterdam





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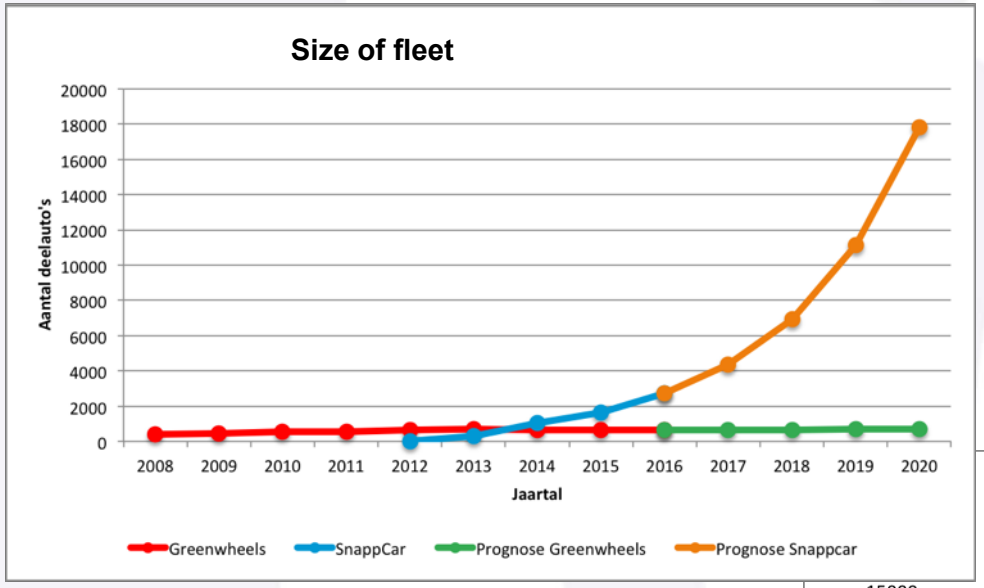

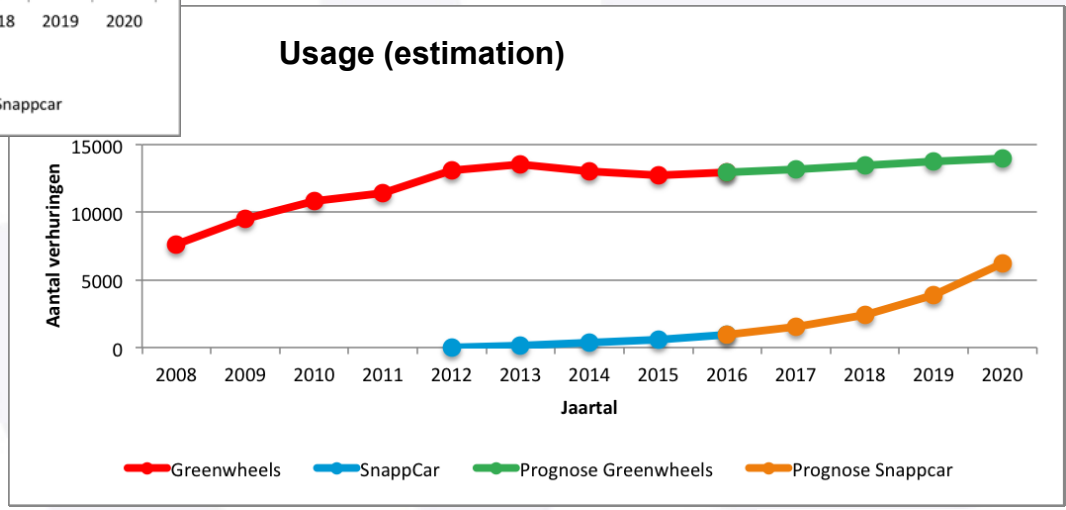

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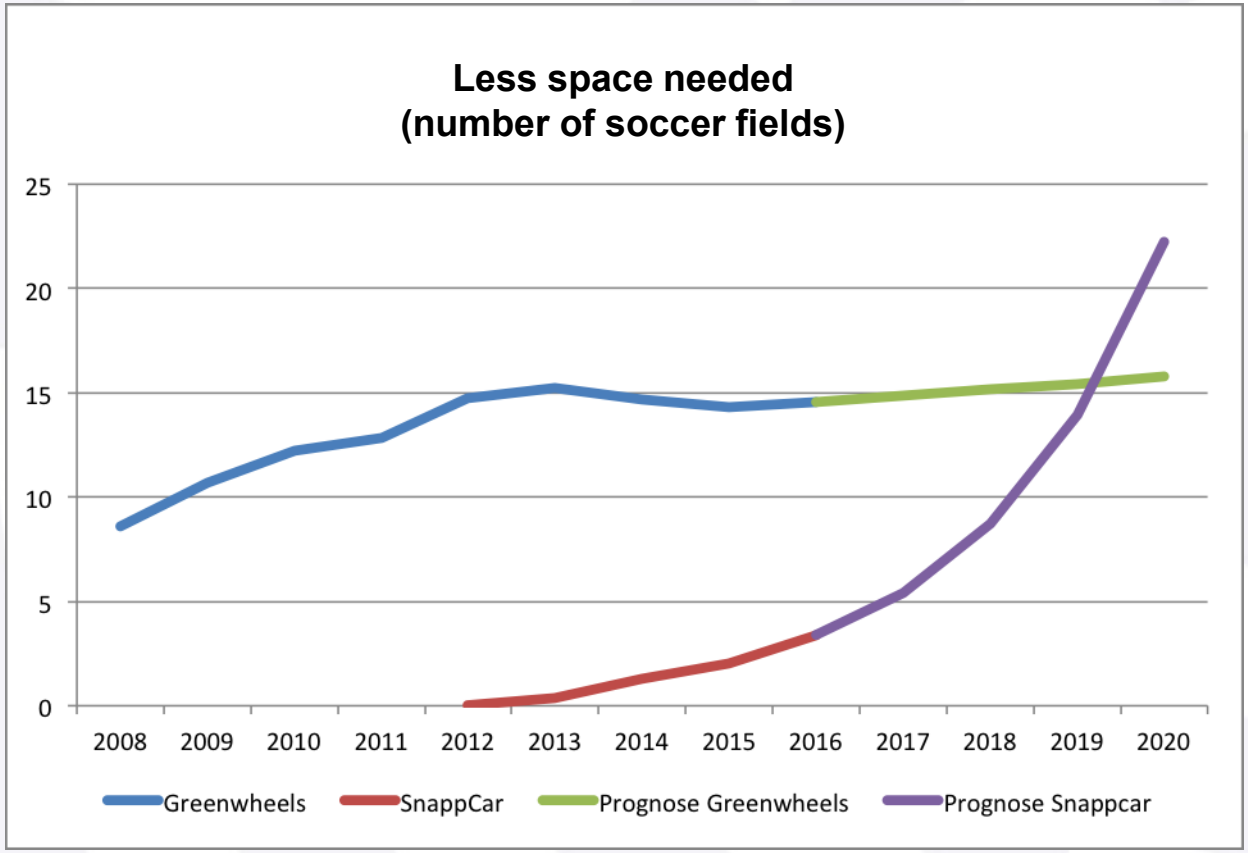

One-way Car-sharing

Car2Go USA (5 cities):

- Diverse effects
- Overall positive
- Less PT, more walking

Car2Go Amsterdam:

- Neutral effect
- Replaces PT rides

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Overall impacts of shared mobility

Low impact Competitive for walking, cycling or public transport	High impact	Sporadic
one-way car-sharing	peer-to-peer car-sharing with access technology decentralized car-sharing station based car-sharing	peer-to-peer car-sharing with key swap
peer-to-peer taxi	corporate ride-sharing	monetized ride-sharing
urban bike-sharing	train + last mile bike-sharing	

short journeys ← → long journeys

Long-term impact on space consumption and mobility patterns
ownership → mobility = reflex
sharing → mobility = ratio

CARE-North plus *Shared by Taxistop #WeLoveSharing*

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Conclusions

- CS fits within broader trends
- From ownership to access
- Supports a shift to sustainable transport
- Creates awareness about new forms of mobility

Car-sharing is a game changer!

Conclusions

- Different effects per form of car-sharing
  - Traditional: large effect/ vehicle (few vehicles)
  - P2P: small effect/ vehicle (many vehicles)
  - One-way: different effects/ vehicle

- No large negative effects
- Many positive effects

Sharing = $haring!

Reflection

- Cities can promote all forms of (car)sharing

- Car-sharing has to be part of every SUMP

- Future: blurring boundaries
  - Car rental -> car-sharing
  - Car-sharing + ride-sharing (SnappCar+Blablacar)
  - Private lease + car-sharing
  - Car memberships instead of ownership

Thanks for your attention!

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